

(Mount Clipping in Space Below)

Suspect may be D. B. Cooper

SAN DIEGO — (AP) — The F. B. I. says it is investigating whether a man arrested here for an Oregon bank holdup may actually be D. B. Cooper, the first successful parachuting skyjacker.

Arvid Julius Kiperts, 41, of Portland, was arrested Monday in San Diego's Ocean Beach area and ordered jailed in lieu of \$150,000 bond. Cooper was the name used by a man who parachuted over Southwest Washington from a commercial jet

which he had hijacked on Thanksgiving eve, 1971. To his chest was strapped \$200,000 in ransom.

Cooper was never arrested and none of the money, whose serial numbers had been recorded, has turned up.

The F. B. I. said Kiperts, charged with an October 29 robbery at the King City, Ore., Savings & Loan Co., is suspected of 15 other Oregon bank robberies since 1970. Julius Mattson, the F. B. I. special agent at Port-

land, said a possible link with Cooper was discovered at one of those 15 bank holdups.

Mattson said the incident took place in December 1971 while a Wilsonville, Ore., bank was being robbed.

Arrangements are being made to show a photograph of Kiperts to the crew of the hijacked plane, an F. B. I. official said. He said Kiperts roughly matches the description given of the hijacker.

(Indicate page, name of newspaper, city and state.)

p.B2 Seattle Times
Seattle, Wash.

Date: 11/9/73

Edition: Final

Author:

Editor: Henry MacLeod

Title:

NORJAK

Character:

or

Classification: 164-81-5035

Submitting Office: Seattle

☒ Being Investigated

COPY SENT TO BUREAU

11- DB Cooper-22339

Surv B

2

Hijacker was relaxed, say passengers

NOV 25 1971

By MIKE WYNE

A portrait of an unimpressive, cool and relaxed hijacker was sketched by passengers last evening at the Seattle-Tacoma Airport as they tried to recall the seatmate who held them more than three hours for \$200,000 ransom.

As a Northwest Orient Airlines stewardess handled the complicated instructions of the hijacker, only other flight-crew members knew he was threatening to dynamite their 727 from the sky.

A FEW PASSENGERS worried. Most said they be-

lieved the flight captain's announcement that Flight 305 was experiencing mechanical difficulties and had to "burn" fuel by circling over Seattle.

Actually Capt. Bill Scott was burning time while ground personnel complied with the hijacker's orders.

Questioned after they left a questioning session conducted by Federal Bureau of Investigation agents, passengers recalled their abductor:

"A quiet guy."
"He had dark glasses."
"... kind of relaxed in his seat."
"Sort of slouched."



Robert B. Gregory

"Never said anything."
"Didn't notice him until we were getting off."
"Middle-aged and well-dressed."

Passengers talked, read, napped and stared out the window as the busy drama unfolded of collecting the ransom, cordoning the airport, locating parachutes and preparing to secure a runway area for refueling and exchanging cash for passengers.

Two of the debarking passengers, however, were eager to professionally deal with their abductor. They were Larry Finegold, assistant United States attorney for Western Washington, and Richard Simmons, head of Job Therapy, a prisoner-rehabilitation program.



Larry Finegold

"I hope we'll have a quick prosecution of this case," said Finegold, who was returning from Vancouver, Wash., where he has been representing federal government personnel in the \$2.1 million civil lawsuit against San Francisco Mayor Joseph Alioto.

"I'll take care of him when he get put away," Simmons said. "We've never had one (a hijacker) before, but we've helped every other type of criminal."

"It wasn't until the money was being handed over that I thought of being hijacked," Finegold said.

"When they brought the money and parachutes aboard, we realized what had happened," said Bill MacPherson, Seattle real-estate executive.

SIMMONS DEFENDED the crew's decision to lie to the passengers as necessary to keep the passengers from getting alarmed and upsetting their abductor.

"I slept most of the time we were up there," Simmons said.

Simmons' wife, Barbara, also active in prisoner-rehabilitation, said she first thought they had gotten on the wrong flight.

"First we went right past Seattle, then Everett," Mrs. Simmons said. "All I could think of was the plane was going to Vancouver and we were on the wrong flight."

"Our concern now is for the people (crew) who stayed aboard," Mrs. Simmons said.

William Mitchell, 20, Redmond, said he sat across the aisle from the hijacker and didn't realize what was happening as the man issued his demands to the stewardess.

"He didn't move when we left the plane," Mitchell said.

Robert B. Gregor, Sumner, said he paid no attention to the man during the flight, but took a look at him as the passengers left the plane.

"He was quite relaxed," Gregory said. "He was sit-



Richard Simmons and his wife, Barbara, told of the hijacking after they and 34 other passengers and two stewardesses were allowed to deplane at Seattle-Tacoma Airport. Simmons is head of Job Therapy, a prisoner-rehabilitation program here.—Staff photo by Greg Gilbert.

ting on the back seat, starboard side."

Passengers said that shortly after the take-off from Portland, little things happened that later were understandable as the first part of their abduction.

"I saw one stewardess answer a call and her face dropped," Simmons said. "She looked bewildered and gulped. I guess she learned what was happening then."

Another passenger recalled hearing a stewardess

say, "pull the curtain aside so he can see everything." The open curtain allowed the man to see to the front cabin door from his rearmost seat.

Passengers praised the stewardesses for their calmness and the flight crew for their relaxed voices during announcements.

"We didn't realize what it was until we got out and found ourselves on a dark, cold and wet runway and they told us to get away from the plane," said one passenger.

As the passengers hurried across a runway to a waiting bus for the ride to the airport terminal they left only their luggage aboard the plane.

THE PASSENGERS were smiling as they reached the airport terminal, a bit embarrassed at the attention focused on them.

A Northwest spokesman said that as F. B. I. agents organized the questioning, hostesses offered the passengers sandwiches and overnight toothbrush-shaving kits.

"Only four wanted sandwiches and nobody wanted a kit," the spokesman said. "We'll get their luggage to them as soon as we can."

(Mount Clipping in Space Below)

Would 'D. B. Cooper' try it again?—Anti-skyjacking measures costly, but are paying off—

Sw B

WITH the arrival of spring there are unofficial reports that Federal Bureau of Investigation agents have resumed their search of Southwest Washington for some trace of "D. B. Cooper."

Law-enforcement and aviation-industry officials are pretty well convinced that "Cooper" has been dead in a tree in the densely wooded Lewis River-Lake Merwin country since his \$200,000 Thanksgiving Eve skyjacking in 1971. They think "Cooper" perished in his parachute jump from a commandeered Boeing 727 en route from Seattle to Reno.

Whether or not the mystery of "D. B. Cooper" is ever solved, his status as something of a folk hero is likely to diminish when air travelers begin to face up to the extra costs the likes of "D. B. Cooper" have imposed on them.

THE AVIATION INDUSTRY has estimated that the new anti-skyjacking security measures implemented last month in airports around the nation will cost up to \$153 million a year.

Under the administration's plan, now in effect, the costs of the added security measures are being borne by the airports and airlines, which in turn probably will pass on to air travelers.

Most of the major carriers already have asked the Civil Aeronautics Board to authorize modest fare increases.

A strong bipartisan bloc in Congress wants Uncle Sam, instead, to pick up the tab. Either way, of course, the public pays.

THE ARGUMENT OVER skyjacking controls does not end with the cost factor. Congressional opponents of the administration's local-responsibility plan believe a federal force of armed guards, especially trained for airport duty, would provide superior security.

"I do not regard skyjacking as a 'local' crime," says the Senate minority leader, Hugh Scott, in a rare break with President Nixon's views. "Nor do I feel that local law-enforcement officials have either the manpower or the expertise necessary to handle such a difficult and delicate operation."

Senator Howard D. Cannon, chairman of an

aviation subcommittee of the Senate Commerce Committee, calls the administration's local-police plan "a hodge-podge enforcement effort and a continuation of divided authority."

BUT FORMER TRANSPORTATION Secretary Volpe thinks use of federal officers at the airport would be "an unnecessary and unwarranted intrusion of the federal police power into the jurisdictions and responsibilities of state and local governments." Volpe sees no reason for the federal government to "get into the day-to-day crime-prevention business at our airports."

Regardless of how increased airport security ultimately is financed and organized, the new system seems to be working. Skyjacking attempts have fallen off drastically since armed guards were stationed at airport boarding gates six weeks ago.

And it is apparent that the vast majority of air travelers not only tolerate the delays and minor inconveniences of the security procedures, but welcome them as providing reassurance against a side trip to Cuba or Algeria.

AN EXTRA MEASURE OF security is in force at Seattle-Tacoma International Airport, which is one of eight major airports where computerized metal-detectors have been installed. These devices are so sensitive they can spot concealed weapons while ignoring such items as keys and cigaret lighters.

If "D. B. Cooper's" 1971 adventure did not, in fact, end in the Cowlitz County backwoods, one doubts that he would elect to try for another \$200,000 by challenging such a device with a pistol in his jump suit.

—Dwight Schear

(Indicate page, name of newspaper, city and state.)

p.A12 Seattle Times
Seattle, Wash.

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Edition: Final

Author: Dwight Schear

Editor: Henry McLeod

Title:

NORBAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

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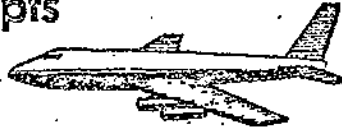
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164-81-Sub B

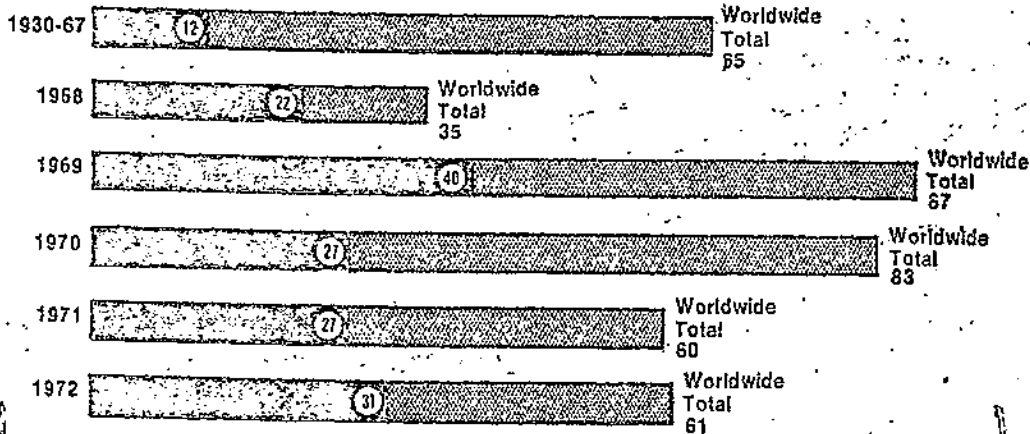
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SERIALIZED FILED

DB Cooper-22341

Reported Skyjacking Attempts



ATTEMPTS IN U.S.A.



Source: Federal Aviation Administration

(Mount Clipping in Space Below)

Sub B

FBI AGENTS RESUME HUNT FOR 'COOPER'

WOODLAND, Wash. (UPI) — FBI agents have resumed the hunt for parachuting hijacker "D. B. Cooner" in this farm area where he disappeared 18 months ago, the Portland (Ore.) Journal said Monday.

The newspaper said several residents of the Woodland district had notified it that federal agents were again searching for the skyjacker.

Asked about the report, an FBI agent said the search

might relate only to "a part of the continuing investigation in the 'D. B. Cooper' case."

A man who signed the flight manifest as "Cooper" hijacked a Seattle-bound jetliner in 1971 and obtained a \$200,000 ransom. He parachuted from the back door of the 727 without leaving a trace.

Authorities have searched this area across the Columbia River from Oregon several times in the past without success.

(Indicate page, name of newspaper, city and state.)

P.17

The Vancouver Sun,
Vancouver, B.C.,
Canada

Date: 3/20/73

Edition:

Author:

Editor: William T. Galt

Title:

NORJAK

Character:

or

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Submitting Office: Seattle

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FEDERAL BUREAU

164-81-Sub B

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MAR 27 1973

FBI-SEATTLE

DB Cooper-22343

(Mount Clipping in Space Below)

'D. B. Cooper' hunt reports surface

The recurring reports and rumors of the continuing search for the parachuting airplane hijacker "D. B. Cooper," are afloat again.

A staff member of The Lewis River News in Woodland, Cowlitz County, said there have been reports of persons purported to be Federal Bureau of Investigation agents who have asked permission of owners to come on their land.

He said the reports came from "six to eight miles upstream from Woodland on the Lewis River."

The Woodland, Lewis River, and Lake Merwin areas have been the center of a hunt for traces of the fugitive.

A man listed as "D. B. Cooper" hijacked a jetliner on Thanksgiving Eve in 1971,

and obtained \$200,000 in ransom. He apparently parachuted from the rear door of a Model 727. No trace of "Cooper" or the money has turned up since despite extensive searches.

The F. B. I. has been reported holding to the theory that "Cooper" was killed in his jump.

(Indicate page, name of newspaper, city and state.)

P. A14

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Seattle, Washington

Date: 3/20/73

Edition:

Author:

Editor: Henry McLeod

Title:

NORJAK

Character:

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Classification: 164-81

Submitting Office: Seattle

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SEARCHED..... INDEXED.....
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MAR 22 1973

FBI-SEATTLE

DB Cooper-22344

FBI narrows area of search for skyjacker

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b7c

United Press International
WOODLAND, Wash. — The Federal Bureau of Investigation said yesterday a daring hijacker who parachuted from an airliner with \$200,000 ransom probably landed in a tiny wooded area east of here, and might still be there.

"We feel he's in this area," FBI Agent Thomas Manning said of the 3-by-5 mile stretch of rough timber country 35 miles north of Portland, Ore. "If we have to, we'll cover every square foot of it."

In addition, an Army helicopter was sent to check out "something white" spotted by a search plane.

Search officials said it could be a parachute shroud, but also a number of other things, including white plastic left by loggers.

The hijacker, a swarthy, middle-aged man who called



Artist's composite drawing of man suspected of hijacking Northwest Airlines jet on Nov. 24.

himself "D. B. Cooper," took over a Northwest Airlines 727

with a "bomb" during a flight from Portland Wednesday.

He forced the plane to land at Seattle, collected four parachutes and \$200,000 in \$20 bills in a white cloth bag and allowed the passengers off. Then he ordered the crew to fly him to Reno, Nev.

Somewhere along the way he parachuted into the night.

Manning said the plane's in-flight recorder showed that at 8:10 p.m., when the plane was over the target area of the search, instruments showed the rear door being lowered.

Three minutes later, he said, a "slight change in attitude" of the plane indicated that was the moment of the jump.

The FBI agent said skydivers in the area had told him they doubted a man wearing street shoes could jump with

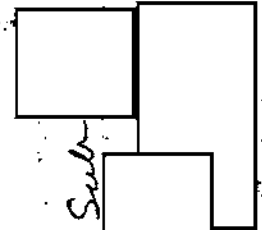
a parachute of the type the skyjacker was using and land without suffering injury.

"We've got to have a theory," Manning said. "This is the one we've adopted. People say the aircraft crew does not know exactly when he went out but it's all been computerized and we feel he's in this area."

Meanwhile, a parade of autos, pickup trucks and motorcycles carrying fortune-hunters looking for the 10,000 bills diminished yesterday, discouraged by the rough terrain.

A young farmer in a battered pickup truck commented that "even a good Christian man" would be tempted to keep the money if he came across it in the woods.

"A man could buy himself a pretty nice farm with that kind of money."



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(Mount Clipping in Space Below)



D. B. Cooper

F. B. I. has new 'Cooper' drawing



Dan Cooper

A new composite drawing of the skyjacker who parachuted from a Northwest Airlines jet November 23, 1971, with \$200,000 ransom is being circulated by the Federal Bureau of Investigation.

Published in the December issue of the F. B. I. bulletin to law-enforcement officers, the drawing was accompanied by a description of "Dan Cooper." "D. B. Cooper" previously was announced as the name used by the skyjacker.

The new composite shows Cooper with and without wrap-around sunglasses. The new Cooper's mouth is more turned down at the corners than the old, and he has a hairline starting farther lower on his forehead.

The nose and the entire face are wider and heavier.

F. B. I. spokesmen here and in Washington, D. C., have said previously they believe the skyjacker is dead.

(Indicate page, name of newspaper, city and state.)

p.C2 Seattle Times
Seattle, Wash.

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Editor: Henry McLeod
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or

Classification: 164-81-Sub B
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DB Cooper-22346

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JAN 3 1973	
FBI-SEATTLE	

(Mount Clipping in Space Below)

Dan Who?

BY RICK ANDERSON

The FBI, after 13 months of looking, has given up its man-hunt for the first and most famous folk hero of air piracy, D. B. Cooper.

Apparently the problem was, there isn't any D. B. Cooper. Federal agents, according to this month's FBI Bulletin, are now running around after somebody named Dan Cooper.



DAN

And the new Cooper, suspected of hijacking Flight 305 on Thanksgiving evening here last year and parachuting into history with \$200,000, doesn't look much like good ol' D.B.

In fact, Dan Cooper fits the role better, more rugged, dashing. If he has a look alike, it might be a young John Payne.



D. B.

(Payne once starred in a movie with actor Ben Cooper, and remember, you read it here first.)

Dan Cooper has more hair than D.B., the hairline starting farther down the forehead. The hair is combed differently, from the front swept back neatly to the right. D.B.'s hair was thin, curly, and was seemingly finger-combed straight across like a slightly balding bank teller.

The new Cooper has a wider, thinner mouth, turned down more prominently at the corners.

His cheek lines are deeper, the chin rounder, the forehead broader and creased slightly and, unlike D.B., Dan Cooper appears in new FBI sketches with AND without the infamous wrap-around sun glasses, revealing "possibly brown" eyes.

The FBI in Seattle won't talk about the new Cooper, or why one alias was replaced with another, if that is in fact true, and why suddenly there is, in effect, a new suspect in the world's first successful skyjacking. "If you want to write a news story about it," said an FBI spokesman, "then I have no comment."

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Post-Intelligencer
Seattle, Wash.

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Editor: Dick Lyall
Title:

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JAN 3 1973	
FBI-SEATTLE	

DB Cooper-22347

The FBI has been in the past going on the theory Cooper is dead, having been killed during his dramatic plunge from the low-flying 727 jet possibly in Southwest Washington, where major search efforts have centered.

Previous theories about how the hijacker got the name of D.B. Cooper were mainly that he may have selected it at random from the telephone directory in Portland, where he boarded his dream flight Thanksgiving afternoon, 1971.

There was, and still is, a Dan Cooper listed in the Portland book. There wasn't, and still isn't, a D.B. Cooper listed. (Seattle's 1971 directory had one Dan and two D.B.'s.)

Cooper, who at 3:22 p.m. on Northwest Orient Airlines flight No. 305 en route to Seattle, pulled out a supposedly bomb-rigged briefcase, demanded \$200,000 ransom for the 36 passengers and went on to become a folk hero in absentia — inspiring D.B. Cooper T-shirts and a ballad even — is now described by the FBI as speaking:

"Low . . . intelligently (with) no particular accent, possibly from the Midwest section of the United States."

The FBI also says he was "very polite at all times," as anyone with a bomb and a \$200,000 gift might be.

Federal agents also now are looking for a new Cooper that is at least an inch shorter than the previously reported height of 6-1; he's now 5-10 to 6-0.

Some similarities between D.B. and Dan remain — age in the middle 40's, white, male, complexion of "Olive, Latin appearance, medium smooth," and he is, or was, a "heavy smoker" of Raleigh filter-tip cigarettes, "the ones with the bonus coupons."

Last seen, Cooper was cuddling up to \$200,000 in marked \$20-bills and four parachutes in the rear of the 727 heading slowly towards Reno, where, the FBI Bulletin explains:

" . . . When the plane landed, it was determined that Cooper, two parachutes, and the ransom money, had disappeared."

Which is to say he jumped.

Into history, maybe into hiding, possibly into his grave.

Whatever, it was his big moment. And somebody messed up on the name.

Dan Who?



DAN

BY RICK ANDERSON

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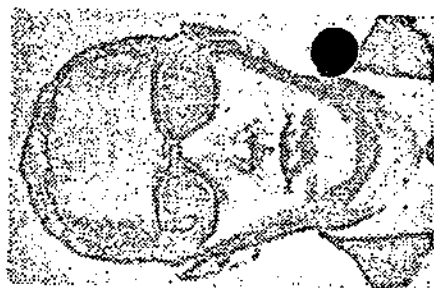
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Page A-8, Column 1

D. B.



RICK ANDERSON

Dan Who?

From Page A-1

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Sub B
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SUB B

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1971	
FBI - SEATTLE	

DB Cooper-22349

Can You Identify This Hijacker?

DEC 72
LAW ENFORCEMENT
BULLETIN



Sus B
Sus C

The Crime

A lone white male using the name Dan Cooper boarded Northwest Orient Airlines Flight No. 305 at Portland, Oreg., on November 24, 1971. At approximately 3:22 p.m., while the flight was en route to Seattle, Wash., he indicated to a stewardess that his briefcase contained a bomb which would blow up the plane unless his demands were met.

The hijacker demanded \$200,000 and four parachutes in exchange for the safety of the 36 passengers aboard the plane. When the aircraft landed at Seattle, Northwest Orient Airlines complied with his instructions. After he received the parachutes and money, the hijacker allowed all passengers and two of the airline stewardesses to deplane.

He then ordered the remaining crew members into the first-class section of the aircraft and informed them he desired to fly to Mexico City. The hijacker instructed that the plane proceed in a southerly direction and fly at a low altitude and slow speed which enabled the rear door of the plane to be opened during the flight.

The hijacker apparently bailed out somewhere between Seattle and Reno, Nev., where, when the plane landed, it was determined that "Cooper," two parachutes, and the ransom money had disappeared.

The Criminal

Artist conception drawings of the aircraft hijacker were prepared by the FBI Exhibits Section and are considered an excellent likeness. He is described as follows:

Race.....	White.
Sex.....	Male.
Age.....	Middle 40's.
Height.....	5-feet 10 inches to 6 feet.
Weight.....	170 to 180 pounds.
Complexion.....	Olive, Latin appearance, medium smooth.
Hair.....	Dark brown or black, parted on left, combed back.
Eyes.....	Possibly brown. During latter part of flight he put on dark, wrap-around sunglasses with dark rims.
Voice.....	Low, spoke intelligently, no particular

Characteristics..... Heavy smoker of Raleigh filter-tip cigarettes.

Wearing apparel..... Black or brown suit; narrow black tie; black dress suit; black rain-type overcoat or dark topcoat; dark briefcase or attache case; carried a paper bag—4 by 12 by 14 inches; brown shoes.

Remarks..... Very polite at all times.

Notification

Anyone having any information or knowledge believed to refer to this individual, please notify the Acting Director of the Federal Bureau of Investigation, Washington, D.C. 20535, or the Special Agent in Charge of the nearest FBI field office, the telephone number of which appears on the first page of most local telephone directories.

"FINDER" BEGINS OPERATION

A prototype automatic fingerprint reader system, known as "FINDER," which utilizes advanced optical scanning techniques and a computer to automatically classify, search, and compare fingerprints, is now in operation in the Identification Division of the FBI. The equipment will permit the FBI to test, evaluate, and perfect on the job its theories of automatic fingerprint identification which, when fully operational, will insure greatly increased operating efficiency and resultant economies to the Government.

FBI Law Enforcement Bulletin

11-4-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

A Ballad To the Man Called D.B.

It is the first anniversary of the "D. B. Cooper" sky-jacking. To this day, officials are unable to confirm whether "Cooper" survived his parachute jump from the rear exit of a Northwest Airlines 727 with his \$200,000 ransom money.

P-I reporter Dick Clever covered the story and made two trips to Clark County to cover the subsequent searches for "Cooper" and/or his remains. He offers this ballad as a spoof on the legendeering surrounding "the man called D. B."

BY DICK CLEVER

Copyright, Seattle Post-Intelligencer, 1972.

He was cool, he was calm,
The man with the "bomb,"
Who boarded Flight Three-
Six with ease.

And pilot Bill Scott,
Not suspecting the plot,
Took off with the man
called D.B.

They were just in the air,
When the stew caught the
stare,
Of the man in the back of
the plane.
He passed her a paper,
Which she thought she'd
read later,
She thought him a flirt and
quite vain.

"Read the note," his wave
told,
And she thought him quite
bold,
To make such a pass in
mid-flight.
But she did as he asked,
And she read and she
gasped,
As the jet flew on into the
night.

The crew was quite
shocked,
To find this short hop.
This all-stop, short-hop
flight skyjacked.
But they did as he ordered,
For a pirate had boarded,
And they circled the field
at Sea-Tac.

The runway lights went
dim,
The plane coasted in,
And sat pale as a ghost on
the field.
"Give me chutes, give
me money,"
He said, "Nothing funny."
He used Tina, the stew, as
a shield.

"Get this show on the
road,"
Officials were told,
And the plane thundered
into the night.
"Fly it slow, fly it low,"
He said, "On to Mexico!"
And the rear door stayed
open in flight.



"D. B. COOPER"

Living or dead legend?

It's jump or face jail,
And he stood at the tail,
Watching the darkness be-
low.
He took a deep breath,
Said, "It'll be a quick
death."
And leaped into space all
alone.

Clark County lay still,
In the brisk evening chill,
And the heart of the land
skipped a beat.
There was something not
right,
In the primeval night,
There were thumps, bumps
and clumping of feet.

When the morning mist
cleared,
And the story of D.B. was
known.
Thanksgiving was here,
And the story of D.B. was
known.
The hills of Clark County
swarmed with hunters for
bounty,
And the seeds of a legend
were sown.

It spread near and far,
In the taverns and bars,
Was repeated with relish
and glee.
Might you ever suppose,
The woods will disclose,
The bones of a man called
D.B.?

(Indicate page, name of
newspaper, city and state.)

p.A19 Seattle Post-
Intelligencer
Seattle, Wash.

SWB B

Date: 11/23/72
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
Title:

Character: 164-81-Sub B
or
Classification: 164-81
Submitting Office: Seattle
☒ Being Investigated

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 29 1972	
FBI-SEATTLE	

DB Cooper-22351

(Mount Clipping in Space Below)

A Year Without Trace of Air Pirate and \$200,000 Cash

BY ELDON BARRETT
United Press International

With \$200,000 cash strapped to his chest, he jumped out the rear exit of a 727 jet into the murky night to become the first of the ransom skyjackers, a legend known as "D.B. Cooper."

The question today is whether D. B. Cooper is a living legend or a dead one — "screwed into the ground up to the elbows," as the chief of security for the Federal Aviation Administration in this region believes.

It was a year ago this Thanksgiving Eve that the mysterious Cooper, whoever he may be, pulled his infamous hijacking, brandishing what appeared to be a homemade bomb in a carrying case, he hijacked a Northwest Orient Airlines 727 shortly after it took off from Portland, Ore., for Seattle.

He demanded \$200,000 in \$20 bills and four parachutes and when these were put aboard at the Seattle-Tacoma International Airport, he allowed the flight's 36 passengers and two stewardesses to disembark unharmed. Then he ordered Capt. William Scott, the pilot, and flight officers W. "Bob" Rataczak and H. E. Anderson and stewardess Tina Mucklow to "take off for Mexico."

He demanded the plane fly at about 10,000 feet and at about 200 miles per hour and he prescribed a route that held it over the lowlands of Western Washington and Oregon.

When the plane landed at Reno for a "refueling stop," 3½ hours later, the hijacker, the money, one parachute and the "bomb" were gone. The four crew members were unscathed.

The FBI is convinced the hijacker bailed out over southwestern Washington, most likely in the Lake Merwin area between the snow-mantled cone of 9,677-foot Mt. St. Helens and the Columbia River.

Since then this area has been scoured by searchers, including a contingent of more than 300 soldiers from Ft. Lewis sent there on "maneuvers." The bodies of two murdered women have been found, but not a sign of Cooper.

Nor have any of the \$20 bills given the hijacker turned up at any bank or clearing house, and the serial numbers were noted before the bills were gathered from four Seattle banks for delivery to the 727.

Last month, Donald W. Nyrop, Northwest Airlines president, announced the company is offering a

\$25,000 reward to any person who returns the \$200,000 ransom.

A finder of the money also will be able to keep 15 per cent of any lesser amount recovered.

The Post-Intelligencer is offering a \$5,000 reward, as a part of its Secret Witness program, for information leading to the arrest and conviction of the missing skyjacker.

Max Shaffer, chief of security for the Northwest FAA region, has been as close to the mystery as anyone.

"I'm inclined to go along with the FBI's theory that he's dead," said Shaffer. "I feel that one of these days some hunter in Oregon or Washington is going to find the skeleton of this man screwed into the ground up to the elbows."

He pointed out that although the hijacker seemed to be familiar with the procedures for bailing out, conditions for a jump were far from ideal. He wore ox-fords, not jump boots; he was clad in a business suit, not a jump suit; the night was very dark, and it was raining.

Yet, the crew reported that the hijacker appeared to be "very relaxed."

The folks who live around the 12-mile lake are convinced that Cooper dropped in among them, but their opinions are divided on whether he, survived or "is hanging up in some tree as crow bait."

Many contend the incident was planned too carefully to have gone awry, but that's pure guesswork.

(Indicate page, name of newspaper, city and state.)

p.A18 Seattle Post-Intelligencer
Seattle, Wash.

Sub B

Date: 11/23/72
Edition: Final
Author: Eldon Barrett
Editor: Dick Lyall
Title: NORJAK

Character:
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NOV 29 1972	
FBI-SEATTLE	

DB Cooper-22352

Even so, a lot of odd things happened around Lake Merwin on Thanksgiving Eve and the night before.

For example, Jess Hatfield heard a thumping on his rooftop. And in the community of view, a small plane was reported to have landed at an isolated strip near the home of Mrs. Melvin Anderson. Emil Neiger's wife recalled the plane circling overhead.

And at La Center, five miles west of View, Mrs. Donald Haun remembered a small plane landed on a strip adjacent to the Haun's blackberry ranch the night before the hijack. The craft took off with the aid of automobile headlights, returned about 45 minutes later and then both the car and the plane left. Was that a rehearsal?

The night of the hijack, the Hauns, like just about every one else in and around La Center, were attending a wedding in the Evangelical Church.

And for some inexplicable reason, an organized search for Cooper did not get really going in this area until the Saturday after Thanksgiving. The soldiers' helicopters much of the time were unable to penetrate the mist that shrouds the foothills and farmland around Lake Merwin. The 300-foot maximum depth of the lake made a thorough search of its cold waters impractical.

Meantime, the FBI has checked out every possible clue — letters purportedly written by Cooper to newspapers and television stations; cigaret butts found in the forest, because the hijacker was a chain smoker, and even a Seattle area skydiver who resembles the composite of Cooper drawn from description says Cooper is "white with an olive complexion," 6-foot-1, 170-175 pounds, and in his mid-40s. His dark hair was cut short and neatly combed. He wore

tilted glasses, with dark frames and in addition to a dark suit, was clad in a white shirt with narrow black tie and a dark trenchcoat.

Regardless of whether he got away with the \$200,000, several other persons were able to cash in on the episode, some with dire regrets.

Dick Daiser, a 29-year-old Portland restaurant worker, wasted no time in designing and manufacturing D. B. Cooper T-shirts which he sold at \$1.50 wholesale, although a consignment obtained at the Seattle-Tacoma Airport gift shop never were put up for sale.

And a Portland night club singer named Tom Bresh wrote and recorded a record called "D. B. Cooper, Where Are You?" with short-lived success.

At Ariel, Anna Friday penned and published a whimsical little book entitled "Skyjacker's Guide — Or Please Hold This Bomb While I Go to the Bathroom." It was illustrated by her cartooning brother-in-law, Bill. One of his cartoons shows a sleeping,

contented bear with parachute shrouds dangling out of his mouth.

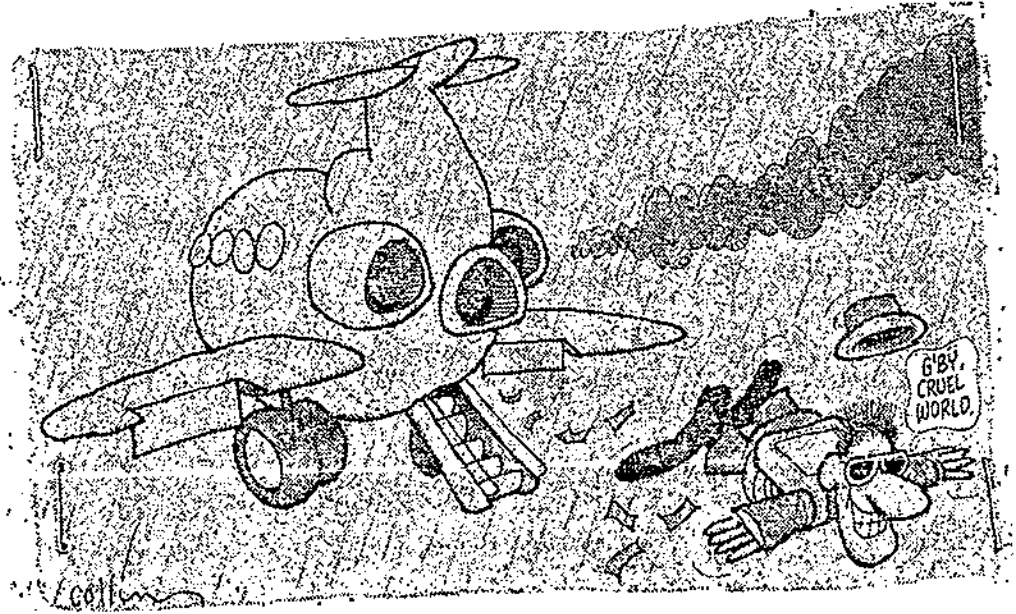
And then there is the case of former Newsweek writer Karl Fleming of Los Angeles. He paid out \$30,000 for an exclusive interview with D. B. Cooper for the new weekly "LA," of which he is editor. That case comes up in federal court in Seattle Nov. 27 with William J. Lewis, 33, and Donald S. Murphy, 49, a couple of Bremerton, Wash., real estate developers charged with conspiracy to defraud Fleming.

Since the Cooper hijacking, there have been 21 extortion hijacks of airplanes. In these a total of \$12,712,000 has been demanded, Shaffer said. Only the \$200,000 paid Cooper and \$303,000 extorted May 5 by Frederick W. Hannen has not been accounted for.

Three extortionist hijackers have been killed by FBI agents.

Six of the hijackers parachuted, but only Cooper has not been found.

"Since Cooper," said Shaffer, "we're getting a new animal in this thing. The out-and-out criminal."



(Mount Clipping in Space Below)

Year later, D.B. Cooper legend grows

By BYRON JOHNSRUD

Soft breezes brush the fir and hemlock along the Lewis River dividing Clark and Cowlitz Counties in what, natives say, has "been the loveliest autumn in years."

Bright leaves spiral down and an occasional cone chunks into the leafy undergrowth.

But, alas. Nary a D. B. Cooper \$20 bill.

So now, on the anniversary of the first parachute-skyjacking, D. B. Cooper grows larger than life in lore and legend in the area. But what actually may have happened to him is as much a mystery as ever.

"About the best we can do in the way of Cooper bills," said Anna Friday of Ariel, "are some reasonable facsimiles. The Oaks Restaurant has printed its Thanksgiving menu on them as a sort of anniversary memento, Cooper and Thanksgiving all in one."

IT WAS a misty, cloudy, miserable Thanksgiving Eve when Cooper, obviously an alias, jumped from a Northwest Orient Airlines 727, \$200,000 in \$20 bills attached to his person.

Along with the ransom, he had asked for four parachutes and demanded that the plane

be flown at 10,000 feet and 200 miles an hour. When the 727 landed at Reno, Cooper, the money and one of the parachutes were gone. The Ariel-La Center-Woodland area has been fixed as the most probable spot of his drop.

"Around here," said Mrs. Friday, a writer on The Lewis River News, "people deplore the horrors of the skyjackings that came after. But Cooper never hurt anybody — a Little Boy Blue, or Little Lord Fauntleroy by comparison.

"So, even though people here are in full accord that something must be done about skyjacking, most of us have adopted Cooper as a sort of folk hero.

"Most of us think he got away with it and I'd bet most hope he did."

NONE OF the Cooper money has turned up. This could mean that Cooper still is lying low or that in his drop to earth "he screwed himself into the ground up to the elbows."

If it's the latter, no clues have been found. But it's a wild country above the flatlands along the river and a body or shreds of chute might go undiscovered for years.

Elk hunters flooded the area during hunting season, many of them as eager for Coop-

er, loot as for elk. Some didn't even get an elk.

There are rumors afloat that Federal Bureau of Investigation agents still prowls the hills.

"But if so, they don't drop into my place for a beer and chat about it with me," said Germaine Tricola.

Mrs. Tricola operates the Ariel general store and tavern, a favorite gathering place for Cooper gossips from near and far.

"NEWSMEN STILL come around once in awhile," said Mrs. Friday. "That's fine with me. They always seem to mention my little book and we've had to start printing another thousand copies."

Mrs. Friday wrote a Cooper skyjacking spoof titled "Skyjackers Guide—Or Please Hold This Bomb While I Go to the Bathroom."

(Cooper pulled off his stunt with what he said was a bomb.)

There are a few indefatigable amateur Cooper hunters.

"There's an old fellow from Portland still around quite a bit," Mrs. Tricola said.

The local joke is that this fellow really is D. B. Cooper come back to look for a wallet he dropped in his jump.

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Times
Seattle, Wash.

Date: 11/22/72

Edition: Final

Author: Byron Johnsrud

Editor: Henry McLeod

Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

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SERIALIZED..... FILED.....

NOV 27 1972

FBI-SEATTLE

DB Cooper-22354

(Mount Clipping in Space Below)

How the D. B. Cooper case was 'solved'—or the plot thickened

SWB B

By ALEXANDER AUERBACH
Los Angeles Times

LOS ANGELES — "What happens to people is news. What happens to reporters isn't," a cigar-chewing Boston city editor used to shout at reporters who turned in first-person accounts of events they had witnessed.

But what happens if the reporter is (A) the sleuth who solved one of the most publicized crimes in recent history, or (B) the victim of the cleverest hoax since Clifford Irving's bogus autobiography of Howard Hughes, or (C) both?

LA, a new weekly newspaper serving the Los Angeles area, has just concluded a three-installment series recounting the "solution" of the successful \$200,000 hijacking of a Northwest Orient Airlines jet November 24.

Only at the end of the series did LA tell its readers that the whole account was an apparent hoax that cost the paper's backers \$30,000.

Karl Fleming, LA's editor, says he chose to tell the story in a way that some readers found misleading in order to let them vicariously undergo the same experience he did. Without realizing it, they were reading a story about Fleming, not simply by him.

THE FIRST installment told of D. B. Cooper ("an ordinary, God-fearing, patriotic, country club-oriented, upward-climbing WASP engineer") leaving his suburban Seattle home with a briefcase stuffed with two wigs, an altimeter and compass, a make-up kit, gloves and

three red flares wired to look like a dynamite bomb.

Fleming, a respected veteran newsman (formerly bureau chief and contributing editor with Newsweek for 11 years), went on to describe every detail of Cooper's hijacking, in an article that ran some 4,000 words and took five pages of the tabloid, not counting a cover photo and a last-page teaser for the next installment.

One illustration showed Xerox copies of three \$20 bills given to Fleming as proof of Cooper's identity; their serial numbers matched those on the Federal Bureau of Investigation's list of bills that made up the ransom paid by the airline.

The second piece described how Fleming got the story. While still on Newsweek's staff, he put a classified ad in newspapers around Oregon and Washington, asking Cooper to contact him.

Later, while Fleming and Max Palevsky, millionaire, were organizing LA, an intermediary offered to put the newsman in contact with Cooper — for \$30,000. Palevsky put up the money and Fleming flew up to meet Cooper, taking along two tape recorders, a motion-picture camera, two cameramen and \$30,000 in cash.

THE HEADLINE on the third and final installment read: "Is D. B. Cooper the real D. B. Cooper?" There is considerable reason for doubt, since the men who police say talked to Fleming — and who reportedly took his \$30,000 — have been arrested by the F. B. I. on charges of defrauding Fleming of his money.

The arrest took place on May 2, long before Fleming wrote his story for LA.

Why did Fleming publish the story in a manner that led some readers, unaware of the fraud arrest, to believe that the early installments were the real thing?

Fleming doesn't feel that the initial installment was deceptive, noting that "there were disclaimers in it," referring to two lines near the end: "The foregoing narrative was related to me by the man I believed to be Cooper . . ." and, "Doubts about whether I had the right man would arise later."

"I wanted the reader to experience it just exactly as I did," Fleming says. "It's an adventure story, as much about me as about D. B. Cooper, and I wanted to put the reader in my shoes. If the reader was reasonably alert, he would have seen in the press that these guys had been busted by the F. B. I."

IF THE MAN Fleming interviewed was not D. B. Cooper — and Fleming isn't totally sure he was not the hijacker — then he was a masterful con man, to hear Fleming tell it.

"I gave him the whole \$30,000 at our first meeting, after I was convinced that this was D. B. Cooper," Fleming says. "At that point a con man would have taken the money and run like hell, but this guy, Cooper, came back and submitted himself to eight hours of taped in-

(Indicate page, name of newspaper, city and state.)

p.A21 Seattle Times
Seattle, Wash.

Date: 11/9/72
Edition: Final
Author: Alexander Auerbach
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle

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NOV 15 1972	
FBI-SEATTLE	

terviews, 30 minutes of filmed interviews and still photographs.

"His intermediary signed a contract (saying the \$30,000 would be used for Cooper's legal defense) with his real name and left his fingerprints all over the contract."

The story was to have been in the opening issue of LA. To avoid charges of aiding a fugitive from justice, Fleming turned his material over to the F.B.I. 10 days before publication. (He had told Cooper not to tell him anything he didn't want the police to know.)

Included were Xerox copies of the \$20 bills Fleming had been shown as proof of Cooper's identity. The serial numbers matched those on the list of ransom bills, but F.B.I. documents experts said that the photo-copies indicated that the bills were counterfeit.

With all the information Fleming's subjects had supplied, the F.B.I. had no trouble rounding them up.

(The meeting with Fleming, according to police reports, took place at the Swept Wing Inn near the Seattle-Tacoma Airport.)

WITH THE trial scheduled to begin November 27, Fleming says he still finds it "difficult to accept" the possibility that he was duped.

"I asked that guy questions no con man could have prepared for," he says. "I went over him like a vacuum cleaner."

He has an ingenious, mirror-within-a-mirror theory of his own.

"I'm not saying that the F. B. I. was wrong," he said, "and I would never suggest that they would deliberately distort the facts — though if I, one lonely reporter, could get the story when 8,000 F. B. I. agents couldn't, then that's not the kind of publicity that J. Edgar Hoover, then alive, would want for the F. B. I."

Noting that "Cooper" was aware the information would be published and get to the police, Fleming said, "it is very, very difficult for me to accept the fact that a mind brilliant enough to concoct a story as sophisticated as the one this guy told me would be stupid enough to turn around and expose himself to capture this way."

"I don't exclude the possibility that he was both smart enough to pull off the hijacking, sell me the story and spread enough false clues in the story so it would not look right and the F. B. I. would say he isn't the hijacker," Fleming said. "So, if he does do any time, it's for fraud, not for hijacking. And when he comes out, the \$200,000 is still there."

IN THAT CASE, of course, Fleming's series would be a true account of the hijacking, as readers of Part One might have thought, not the

account of how a reporter got duped, as Part Three indicates, or perhaps it would be both.

Fleming may have some

lingering doubts about the man he interviewed, but Platytypus Publications, publisher of LA, appears to have none. It has filed a \$30,000 civil

suit against the man arrested by the F. B. I., charging that it was defrauded because the men were not the people they purported to be.

(Mount Clipping in Space Below)

Bones found by hunters near Cougar

Bones found by three hunters near Cougar Sunday may be those of a Battle Ground youth who became lost hunting last November according to the Cowlitz County Sheriff's Office.

There was some speculation that the skeletal parts might be the remains of famed skyjacker D. B. Cooper, but authorities said it is more likely they are those of 16-year-old James Annis, who was reported missing east of Cougar on Nov. 13, 1971.

Glen C. Johnson, of Camas, Carl Campbell and Charles M. Campbell, both of Amboy, found the bones scattered over a fairly wide area on rugged terrain Sunday.

They were leading a search party back to the spot today according to Sheriff Chuck Gill. Dr. D. F. Winebrenner, county coroner, Undersheriff Bill Stuart and Deputy Sheriff Bob Swanson were among those making the trip.

The sheriff said several skeletal parts were found, including a skull with the lower jaw missing, but the upper teeth intact.

The hunters found no clothing, rifle or personal belongings of the victim.

(Indicate page, name of newspaper, city and state.)

P.1

The Daily News
Longview, Washington

Date: 11/6/72

Edition:

Author:

Editor: John McClelland, J

Title:

NORJAK

Character:
or

764-81-Sub-B

Classification: 164-81

Submitting Office: Seattle

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NOV 9 1972	
FBI-SEATTLE	

DB Cooper-22357

(Mount Clipping in Space Below)

Bones found in rugged Cougar area

COUGAR. — Cowlitz County sheriff's deputies went into a rugged area near Cougar today to check what were reported to be human bones found by three hunters on Sunday.

The sheriff's office reported that the bones were found in an area east of Cinnamon Peak, which is about three and one-half miles north of Cougar, not far from the Skamania County line.

The remains were scattered over a large area, the hunters reported.

No clothing was found, and deputies said the identity probably would have to be established through examination of the teeth.

Hunters who found the bones were Carl Campbell and Charles M. Campbell of Amboy and Glen C. Johnson of Camas.

The area being checked is brush and tree-covered land containing lava caves.

Although identification of the victim would be only speculation at this time, the area is not far from where James Annis, 16, of Hockinson, disappeared while on a hunting trip in November 1971.

Annis apparently was seen for the last time by two hunters southeast of Grass Lake, which is on the Cowlitz-Skamania county line. This is northeast of Cougar and southeast of Cinnamon Peak.

Some speculation also has been voiced that the remains might be those of D. E. Cooper, who parachuted from a jet liner with ransom money late last year. The FBI has searched the Lewis River country for some trace of Cooper, but so far has not reported any concrete results.

SUB B

(Indicate page, name of newspaper, city and state.)

P.1

The Columbian
Vancouver, Washington

Date: 11/6/72

Edition:

Author:

Editor: Jack R. Campbell

Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

☒ Being Investigated

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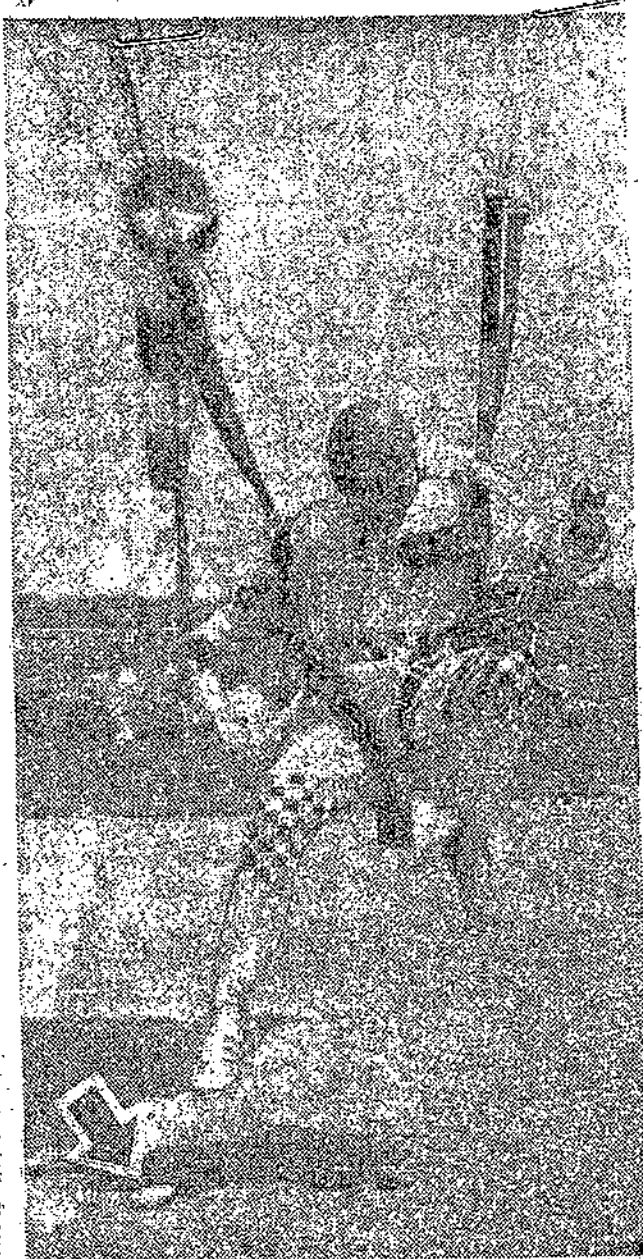
164-81-Sub B

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SERIALIZED..... FILED.....

NOV 9 1972

FBI-SEATTLE

DB Cooper-22358



A Disc-Point Landing

ACCURACY first is the name of this competition. Here, Earl Cossey of Seattle reaches for the center disc (shown by arrow) in the target area at the National Parachuting Championships being held in Tahlequa, Okla., through July 1. The Seattleite was one of 137 competitors in the individual accuracy event. — AP Photo

Seattle Post
Intelligencer
6-29-73

164-81-Sub B

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SERIALIZED	FILED
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FBI - SEATTLE	

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SAC, SEATTLE (164-81) (P)

10/31/72

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NORJAK
OO: SEATTLE

RE: PUBLICITY
SUB B

The following information concerning the \$25,000 reward being offered by Northwest Orient Airlines was made available to various organizations and newspapers in the Woodland, Washington, area:

On October 12, 1972, SA THOMAS J. MANNING gave a speech to the "Cowlitz Game and Anglers Society." At that time, SA MANNING passed out the circular describing the location into which UNSUB parachuted into as well as information on the reward to approximately 200 members of the society.

On October 18, 1972, SAC, Seattle, spoke to the Longview Rotary Club and, in addition, distributed approximately 130 information circulars.

Information contained in the circular made available to the Vancouver "Columbian" newspaper, Longview, Washington, and the "Centralia Daily Chronicle" newspaper, Longview, Washington.

ARMED AND DANGEROUS.

RNN:bgw
(3)

Sub B

164-81-405+

cc cc

[Signature]

Los Angeles Times

Airline Asks Search for Hijack Cash

SEATTLE (AP)—Hunters moving into the southwest Washington wilds for the opening on the general hunting season Saturday have been asked to look for \$200,000—the money Northwest Airlines paid to the hijacker known as D. B. Cooper.

And they have been offered a \$25,000 reward if they come up with the whole amount. The reward scales down to 15% of any lesser amount recovered.

Cooper, the only successful parachute hijacker, is believed to have bailed out of a Northwest 727 jetliner last Thanksgiving Eve somewhere over the southwest Washington area. Law enforcement agencies have scoured the area several times but without success. Northwest, still convinced Cooper didn't survive the jump, hopes a hunter will stumble on the loot.

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Sub R

Sub B

164-81-Sub B

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Friday, April 28, 1972

IN THIS SECTION:

A young, new breed of American criminal is jockeying for power in the nation's families of crime. A complete change in leadership is seen within the next five years. Page 2.

Most Americans living abroad will not be able to vote in the presidential election. They will, however, have nonvoting delegations at the conventions who can air their views. Page 5.

No Trace of Hijacker in Foot-by-Foot Search

Fate of 'D. B. Cooper,' Who Jumped From Airliner With \$200,000 Still a Mystery

BY DARYL LEMBKE

Times Staff Writer

LAKE MERWIN, Wash. — Vince Tricola, proprietor of a grocery store and adjoining pub here on the shores of Lake Merwin, is waiting for delivery of a painting which he plans to display behind the bar.

It will commemorate the search for the elusive "D.B. Cooper," who the FBI thinks bailed out over this area with \$200,000 on a rainy day last Thanksgiving eve after hijacking a Northwest Orient Airlines plane.

Tricola said he doesn't know if the artist is going to depict the hijacker floating safely and serenely to earth, or hanging by his parachute from a tree.

Tricola's customers have debated both possibilities endlessly since the hijacking.

Mystery Remains

The fate of "D.B. Cooper" is as much a mystery now as when he jumped, despite a new, intensive search of a 10-square-mile area around the lake by 200 soldiers from Ft. Lewis, Wash.

That 18-day hunt ended last week without finding either the hijacker's body or a single clue as to what happened to him. There was no parachute, no clothing and none of the 10,000 \$20 bills which he

hunt and who described the search as "cold, miserable and a lot of walking."

"Either he got away alive or he's at the bottom of the lake, or the FBI calculations of where he jumped aren't correct, but I have no doubt that this is where he dropped."

Capt. Charles Markham, an Army helicopter pilot with two hitchhikes in Vietnam who participated in the search, said troops covered every three to five feet of the search area on foot.

Tapes were stretched out to make sure that everything was systematically covered. Observers in eight Army helicopters also scanned the terrain from the air. Every broken treetop was examined.

Markham was asked if he believes "Cooper" survived.

"I think it's quite possible he did," replied Markham. "There's a lot of wide open area in which he could have jumped and got away. It's possible that he's dead somewhere in there and we didn't find him, but not probable."

FBI Agents Join In

Shiroma said that having divers search the bottom of the lake, which is 12 miles long and

DB Cooper-22362

SAC, SEATTLE (164-81)

10/19/72

SAC, LAS VEGAS (164-60)(RUG)

Sub B

HORJAK
OO: Seattle

Sub FF

Re Seattle nited dated 10/16/72.

Contact with representative of the Las Vegas Review Journal and the Las Vegas Sun on October 17, 1972, disclosed that they had previously received the news release by DONALD W. NYROP from the Wire Services to which they both subscribe and in fact had publicized same in the Sunday editions of their respective newspapers appearing October 15, 1972.

On basis of the foregoing no additional contact is being made at Las Vegas.

2 - Seattle
1 - Las Vegas
HEH:kf
(3)

Sub B
164-81-4020

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OCT 24 1972	
FBI-SEATTLE	

(Mount Clipping in Space Below)

Sub B
Sub C
Sub Fr

Reward offered

PORTLAND, Ore. (AP)—The FBI in Portland announced today that Northwest Orient Airlines is offering a \$25,000 reward for recovery of the \$200,000 ransom paid to skyjacker D.B. Cooper last November.

The FBI release quoted Northwest Orient president Donald W. Nyrop as authorizing the \$25,000 "finder fee" for recovery of the total ransom, or 15 per cent for any portion of the money returned to the airline.

(Indicate page, name of newspaper, city and state.)

Page 1
The Daily Chronicle
Centralia, Washington

Date: 10/19/72
Edition: afternoon
Author: Staff AP
Editor: TOM KOENNINGER
Title: NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle

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OCT 24 1972	
FBI-SEATTLE	

DB Cooper-22364

(Mount Clipping in Space Below)

SWC B

SWC C

SWC FF

Reward offered for data aiding skyjacker capture

Hunters have been alerted to be on the lookout for game that's bigger than deer or elk—like money.

Still pressing the search for skyjacker "D.B. Cooper," the FBI has announced that the president of Northwest Orient Airlines, Donald W. Nyrop, has authorized a reward of \$25,000 to the finder of evidence of the missing skyjacker, or

15 per cent of the \$200,000 ransom money the skyjacker is believed to have parachuted with on Nov. 24, 1971.

"D.B. Cooper" was the name used by a man who hijacked a Northwest Airlines jet last Thanksgiving Eve, got \$200,000 and four parachutes from the airline, and then apparently bailed out of the plane between Seattle and Reno, Nev.

The FBI has indicated the belief that the man parachuted in the area north of the North Fork Lewis River and south of the Kalama River.

J. E. Milnes, special agent in charge of the FBI at Seattle, has specifically advised travelers, hunters and others in the forested area northeast of Woodland to watch for the remains of a man, possibly dead for about a year. Other wanted evidence is remnants of a parachute, harness or parachute shroud lines; a deteriorated raincoat or overcoat; and a small briefcase or attache case.

The money consisted of 10,000 twenty-dollar bills wrapped in a parachute canopy. All serial numbers are known and can be identified.

Persons discovering evidence of the skyjacker are requested to call the FBI in Seattle collect. The number is code 206, MA 2-0460.

(Indicate page, name of newspaper, city and state.)

Page 1
The Columbian
Vancouver, Washington

Date: 10/19/72
Edition: afternoon
Author: staff
Editor: Jack R. Campbell
Title: NORJAK

Character:
or

Classification: 164-81
Submitting Office: Seattle

☒ Being Investigated

COPY SENT TO BUREAU

164-81 Sub-B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 24 1972	
FBI-SEATTLE	

DB Cooper-22365

(Mount Clipping in Space Below)

/ FOR D. B. COOPER RANSOM**\$25,000 Reward Offer**

Northwest Orient Airlines announced yesterday that it will pay \$25,000 to any person who returns the \$200,000 ransom paid last year to "D. B. Cooper."

Northwest president Donald W. Nyrop also said the finder would be able to keep 15 per cent of any lesser amount recovered.

In the meantime, the FBI has distributed notices to hunters and hikers in Clark County and Cowlitz County south of the Kalama River to be on the watch for traces of the hijacker or his equipment.

The airliner, a Boeing 727, was hijacked Nov. 24, 1971, by a man who later parachuted from the plane.

Sub B

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Post-
Intelligencer
Seattle, Wash.

Date: 10/14/72
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle

☐ Being Investigated

164-81-Sub B

Searched
Indexed
Filed

SEARCHED INDEXED
SERIALIZED FILED

FBI—SEATTLE

COPY SENT TO BUREAU
DB Cooper-22366

10/17/72

AIRTEL

AIRMAIL

Sub B
Sub FF

TO SAC, PORTLAND (164-41)
FROM SAC, SEATTLE (164-81) (P)
SUBJECT NORJAK
00: Seattle

Enclosed for Portland Division is one copy of a circular describing the area into which Unsub parachuted, specific things to look for, and reward information. This circular is being distributed to game wardens having cognizance over the area into which Unsub parachuted.

ARMED AND DANGEROUS.

2 - Portland (Enc. 1)
2 - Seattle
RNN:jlb
(4)

DB Cooper-22367

Sub B

164-81-3996

NR003 SE PLAIN
6:50PM NITEL 10-16-72 DCB
TO BUTTE (164-26)
LAS VEGAS (164-60)
PORTLAND (164-41)
FROM SEATTLE (164-81) 1P

Sub B
Sub FF

NORJAK; 00: SEATTLE.

ON OCTOBER THIRTEEN SEVENTYTWO, DONALD W. NYROP,
PRESIDENT, NORTHWEST ORIENT AIRLINES, AUTHORIZED HIS APPROVAL
FOR RELEASE TO NEWS MEDIA IN THE PACIFIC NORTHWEST AREA OF
THE FOLLOWING NEWS RELEASE:

"DONALD W. NYROP, PRESIDENT, NORTHWEST ORIENT
AIRLINES, MINNEAPOLIS DASH ST. PAUL, MINNESOTA, HAS AUTHOR-
IZED A FINDER FEE OF TWENTY FIVE THOUSAND DOLLARS TOTAL RE-
WARD OR FIFTEEN PERCENT OF ANY PORTION OF THE D. B. COOPER
RANSOM MONEY THAT IS RETURNED."

RECEIVING OFFICES WILL ARRANGE TO MAKE THE ABOVE
QUOTED INFORMATION AVAILABLE TO THE APPROPRIATE NEWS MEDIA.

ARMED AND DANGEROUS.

END

FBI BUTTE TDS

CLR

Sub B

DB Cooper-22368

164-81-3990

Sub B
Sub C
Sub FF

'Pot of gold' for hunters

A \$25,000 finders-fee reward for the return of the D. B. Cooper ransom money was announced late yesterday by Northwest Orient Airlines. A man using Cooper's name parachuted with \$200,000 on November 24, 1971, from a Northwest jet.

The reward coincides with the opening of hunting season. The airline hopes hunters might find the ransom.

Donald W. Nyrop, airline president, said a reward of 15 per cent will be paid for anyone finding any part of the ransom.

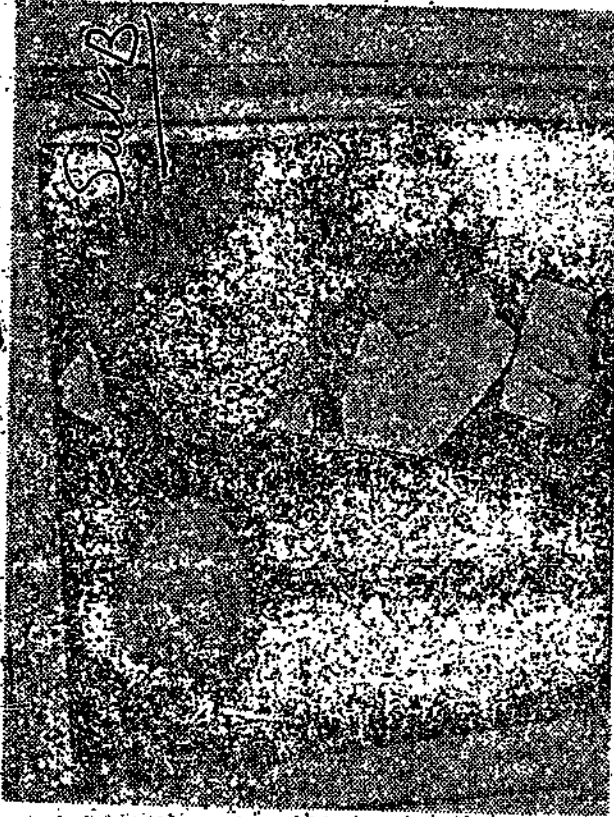
Cooper jumped from the rear door of a 727 after collecting 10,000 \$20 bills.

SEATTLE TIMES
10/14/72

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 15 1972	
FBI - SEATTLE	

Wild Ride in Air Canada Hijacking



MRS. MIDGE SERVOSS, a Great Falls, Mont., police woman, sat in an auto last night holding part of the money she brought from a bank to give to the man who hijacked an Air Canada jetliner en route from Vancouver, B.C., to Montreal which he ordered to land at Great Falls to obtain the money. Authorities reported he was given \$50,000. He had demanded \$1.5 million. —(AP Photo.)

Legislators Get

From Page A1

sengers would be released, but after a half hour, the plane returned to Great Falls and the passengers were released there.

While the plane was on the ground in Great Falls, an unidentified FBI agent tried unsuccessfully to talk the hijacker into giving up. The plane took on 130,000 gallons of fuel at Great Falls for the possible flight to Ireland.

The plane took off for a second time with the pilot, Capt. Vernon Ehman, filing a flight plan for Phoenix, Ariz. But later the DC8 made a midcourse change and the plane headed for Calgary.

Five crewmen, including a stewardess, remained on the plane.

The passengers were taken by police van from the plane to the air terminal. Officers refused to let news men talk with them.

Police said the hijacker warned the passengers not to talk about what happened on the four-engine aircraft or he would kill the crew. Officers said he had a transistor radio and was listening to local newscasts while the plane was on the ground.

One passenger, a young woman, appeared distraught and was placed in a wheelchair after she was helped out of the plane.

Stewardess Anna M. Smith told officials none of the passengers was aware

of the hijack until the plane made its first landing here.

Policewoman Midge Servoss brought the money to the hijacker. She said the money was provided by the First Westside National Bank of Great Falls. She refused to disclose who ordered the payment of the ransom.

Sean Kelly, an IRA representative touring Western Canada, told a Great Falls television newsmen that his organization abhorred hi-

jackings and disavowed the current attempt.

The plane landed at Great Falls International Airport, and the man gave the pilot 15 minutes to refuel and obtain the money. The pilot was ordered to circle the airport until the money was brought to the facility, about 100 miles south of the Canadian border.

The plane was carrying 115 paid passengers, three airline employees and a crew of nine.

2 Arrested on Dope Charge

Two Alaskans, a man 45 and a woman, 31, were arrested at a motel parking lot in the 18700 block of Pacific Highway S. after police found them in possession of two ounces of heroin, police reported yesterday.

The two were ordered held in city jail on suspicion of narcotic law violation.

Two ounces of heroin at street prices would be valued at more than \$2,000, police said.



Come visit the exciting new Dopes American Traditional Home located just north of Dope Aurora. All proceeds will go to Neighbors in Need.

Wild Ride in a DC8, Air Canada Hijacking

Canada and the United States at the orders of the hijacker who at first said he wanted to go to Ireland. He claimed to belong to the Irish Republican Army (IRA). The passengers were released on the second of two stops the hijacked plane made at Great Falls, Mont. Just before landing here the pilot of the four-engine jet radioed that the hijacker was unconscious. Air Canada officials said the pilot, however, called for bomb disposal experts to stand by.

Right after landing in Calgary the man was whisked away by ambulance. Earlier the man had extracted \$50,000 ransom for the release of the passengers.

and most of the crew during the second time it landed at Great Falls. The guy was wearing a mask and holding what appeared to be dynamite and a sawed-off shotgun, an Air Canada spokesman said in Montreal. The hijacker at first demanded \$1.5 million ransom and flight to Ireland. An Air Canada spokesman said following a surprise landing at Great Falls where the hijacker ordered the passengers to be released, two hijackers with \$50,000 to the cockpit and they were raised by a rope to the cockpit.

The hijacker then ordered the plane to fly to Regina, Sask., where he said the passengers would be released.

Hijacker knocked out after 6-hour ordeal

CALGARY, Alberta — (UPI) — A masked hijacker carrying more than 40 pounds of dynamite was knocked unconscious today by an Air Canada crewman wielding a fire ax. The crewman's action 3,000 feet in the air ended a six-hour hijacking which skipped back and forth over the United States-Canadian border.

The hijacker, reported in fair condition today with a possible skull fracture, was putting on a parachute to bail out of the DC8 over Calgary when he was struck by the ax.

The hijacker, carrying a shotgun in addition to the dy-

namite, took control last night of the Calgary to Montreal flight carrying 123 persons. Claiming to be a member of the Irish Republican Army, the man demanded \$1.5 million and a free passage to Ireland. (A touring I. R. A. spokesman denied that the hijacker belonged to the I. R. A.)

After landing in Great Falls, Mont., the man accepted \$50,000 ransom. The plane took off, landed again at Great Falls, and the man let the passengers go unharmed. But he ordered the plane with its five-member crew to take off again. Indecision on the part of the hi-

jacker led the plane back and forth across the border before he apparently decided to jump.

An Air Canada official said that as the hijacker was preparing to jump, the pilot, Capt. Vernon Ehman, 42, jumped him and a purser came up behind him and "let him have it with a fire ax."

Flight 812 made its first landing at Great Falls after the hijacker had taken over 40 miles west of Winnipeg, Manitoba. There it was refueled, and the \$50,000 was handed to the hijacker by a policewoman. The money was raised by bankers as the plane circled the city for two hours.

The plane then took off for a scheduled stop in Regina, Saskatchewan, to let the 114 passengers aboard disembark. The plane did not land in Regina, however, but turned back and set down in Great Falls again where the passengers and three of the nine crew members were set free.

On its second take-off from Great Falls, Air Canada officials said the hijacker wanted to be taken to New York City before proceeding to Ireland. The man, described as 5-foot-7, dark-haired and in his 30s, then decided he wanted to go to Phoenix, Ariz., but finally settled for Calgary.

At Great Falls Airport, Gov. Forrest Anderson and hundreds of onlookers stood by. Anderson said he came to persuade the hijacker to surrender or at least release the passengers. He never saw the hijacker, however.

Cambodian troops flee city after siege

PHNOM PENH, Cambodia — (AP) — Cambodian soldiers abandoned the ruins of Rumlong today after a 19-day enemy siege, leaving behind more than 400 wounded, the high command announced.

The garrison escaped in small groups from the town 52 miles northeast of the capital, and about 50 of the 1,000-man garrison have so far reached Cambodian lines, the command said.

Reliable sources also reported that Communist-led forces had set fire to tanks in the capital's fuel-storage depot, but the extent of damage was not immediately de-

termined. A heavy pall of smoke hung over the northern outskirts of Phnom Penh.

The loss of Rumlong leaves a four-mile stretch of Highway 6 in North Vietnamese control.

The retreat came while Cambodian reinforcements were only 100 yards from the town's northern outposts, a Cambodian spokesman said.

The battle of Rumlong pitted Hanoi's 9th Division, reinforced by the 69th Artillery Regiment, against 20,000 Cambodian troops who had been engaged in an offensive to try to clear Highway 6.

Newsman investigated

F. B. I. probe 'clumsy,' -- Nixon

WASHINGTON — (UPI) — President Nixon has indicated he feels the Federal Bureau of Investigation investigation of Daniel Schorr, C. B. S. correspondent, was handled "in a clumsy way," according to the White House.

Senator Sam J. Ervin, North Carolina Democrat, said his constitutional-rights

subcommittee would investigate the incident.

White House Press Secretary Ronald L. Ziegler told newsmen yesterday that because of his concern, Mr. Nixon has ordered "that whenever anyone is being considered for a government job that he always be informed beforehand and be

told that the customary F. B. I. check is being made."

The investigation of Schorr was first disclosed in Thursday's editions of The Washington Post, which said the probe was conducted mostly during the weekend of August 20 and involved questioning of Schorr's friends, neighbors and employers.

The White House said Schorr was being considered for an administration environmental post. Schorr said he never was informed about the job.

Ziegler said Mr. Nixon had planned to emphasize to reporters, if asked at his news conference yesterday, that "no intimidation was intended in this case and never has



Published by the Set P. O. Box 70, South No. 317. Monthly \$2.75; Sunday classified section.

All Depa

MAIn 2

(Classified)

A 2

Nixon speed troop

WASHINGTON — President Nixon ordered a speed States troop from Vietnam to move 45,000 more, cember and Jan warned Hanoi s can forces will s china until there ated settlement necessary to mar ual force," Mr. He said there w son for encourag he could speak

Airlin make jumbo

LONDON — (American Wor said it was just ture of goodwill fired because s got to ask permi Pan Am had ceremony today one of its BQC "Clipper Sonfa" the wife of Aust Minister William They left for Lo day.

But Pan Am ask McMahon— Today, McMa tary. Rex Mc "we only acard in a roundab weren't asked d "And the Pr said he did not craft named McMahon."

McMahon "son," McDonal

Udall son listed as Army deserter

(Mount Clipping in Space Below)

SUB C
M

D. B. Cooper disappearance

FBI hopes hunters may find clues

The FBI is hopeful that one of several thousand deer hunters beating the brush in Cowlitz and Clark counties this fall may run across evidence of D.B. Cooper (or whatever his name is) who parachuted out of a jetliner nearly a year ago with about 40 pounds of \$20 bills.

The State Game Department is cooperating with the FBI and will distribute thousands of form letters asking hunters for their help and outlining what to

look for.

J. E. Milnes, special agent in charge at Seattle, asks hunters or campers to contact the FBI if any of the following is noticed:

- (1) The remains of a man, possibly dead for one year.
- (2) The remnants of a parachute, harness or parachute shroud lines.
- (3) Ten thousand \$20 bills wrapped in a parachute canopy. The serial numbers are known and can be identified.

(4) Deteriorated raincoat or overcoat.

(5) Small briefcase or attache case.
Tom Manning, special FBI agent in Longview, urged anyone having any information concerning this matter to report to the nearest FBI office or call the Seattle office collect, MA2-0460.

The area where the search is being concentrated is bound on the west by Interstate Highway 5, on the south by the Columbia River, on the north by the Kalama River, and on the east by the Skamania-Clark county line.

(Indicate page, name of newspaper, city and state.)

P.5

The Daily News
Longview, Washington

Date: 10/3/72
Edition: Afternoon
Author: Dick Pollock
Editor: John McClelland
Title:
NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle

☒ Being Investigated

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164-81-Sub B

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SERIALIZED.....	FILED.....
OCT 6 1972	
FBI-SEATTLE	

DB Cooper-22372

Views of News

(continued from Page 1)

nearly a year ago.

The FBI clings to the belief that skyjacker "Cooper" parachuted from a Northwest Airlines jet with 40 pounds in \$20 bills somewhere in the rugged Lewis River drainage country.

Because none of the \$20 bills have turned up anywhere in the country, the FBI thinks the money and perhaps Cooper's remains are somewhere in far eastern Cowlitz County or northern Clark County.

The bureau has spent thousands of dollars and employed the services of hundreds of Army troops in massive searches of the terrain around Merwin and Yale Lakes. They turned up nothing.

"Cooper" is the only skyjacker who has never been caught or identified. That bothers the FBI and so it doggedly continues to search for its man. It will keep after the case until either "Cooper" or the money or both are found. Such determination is one reason the FBI is such a successful law enforcement agency. They just keep working at their cases until they are solved.

Hunt continues

IF YOU DON'T think the Federal Bureau of Investigation is tenacious, read the story elsewhere in today's edition asking hunters to be alert for either "D. B. Cooper" or the \$200,000 he bailed out of a jetliner with

(Mount Clipping in Space Below)

FBI's Search for Parachuting Skyjacker

No Picnic Around PP&L's Merwin Area

PP&L's Merwin Park could have passed for a mini-military base last month when the FBI and the U.S. Army moved in to resume the search for the mysterious "D.B. Cooper" who hijacked a Northwest Airlines 727 last November, demanded \$200,000 in ransom and parachuted with the money into the rainy night—most likely as the plane was over the Lake Merwin area.

The area was pinpointed by the FBI based on the position of the plane when the crew last spoke to the skyjacker over the plane's phone approximately two miles east of Woodland. Winds between 25 and 40 miles per hour were taken into account in determining that the hijacker could have drifted toward Lake Merwin.

A portion of the Company's property and surrounding area on the Lewis River in southwestern Washington was searched following the skyjacking but the November weather hindered the operation.

Then in March, four months after the

event, the FBI contacted Pacific wanting to renew the search of the rugged, wooded terrain and use Merwin Park as its headquarters. Two weeks later 200 men, nine helicopters and the support facilities needed to maintain the men and machines of the squadron from Ft. Lewis moved into the Company's recreational facility to assist in the air and ground search.

The resumption of the search, although what prompted it was not made public, was coordinated with PP&L personnel. Tom Selliken, assistant vice president in charge of insurance and security, along with Larry Ouzts, loss prevention engineer; G. Eldon Drennan, vice president of engineering and power operations; Stan Piper, division power superintendent; and Joe Nichols, manager of public affairs, met with the FBI to help determine measures that would insure the security of PP&L's hydroelectric dam and property.

Normally open to the public, the park

(Indicate page, name of newspaper, city and state.)

PACIFIC POWER &
LIGHT COMPANY
BULLETIN
Portland, Oregon
Vol. 55, No. 3

Date: May 1972
Edition:
Author:
Editor: Dolores Chenoweth
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: SEATTLE
☐ Being Investigated

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164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
SEP 7 1972	
FBI—SEATTLE	

DB Cooper-22374

was closed during the search to guard against crowds of curious people on the grounds.

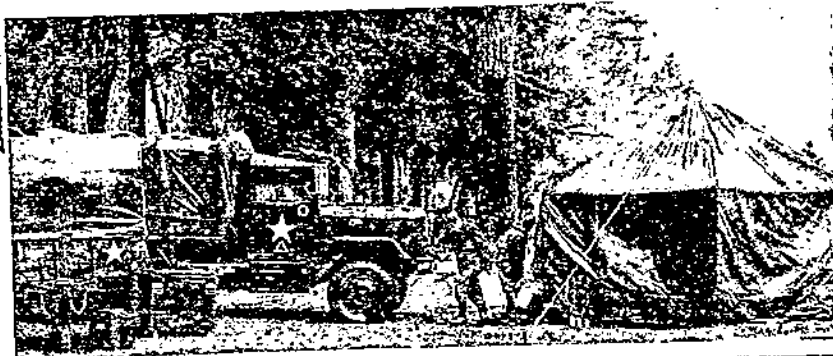
The command post for the operation where FBI agents coordinated men and helicopters was set up in one of the Company buildings at the site. The troops were bivouacked in the adjoining park area which also served as a helicopter pad.

The man who boarded the plane in Portland as "D.B. Cooper" literally vanished into the air that November night and as this issue went to press nothing new had been unearthed in the recent search.

This fact, coupled with a popular theory that the skyjacker ended up entangled in a tree in below-freezing weather and never made it any farther, may make looking for "D.B. Cooper" and the \$200,000 ransom a recreational fad on the Lewis River this summer.



MEASURES TO INSURE security of PP&L's hydroelectric dam and property was worked out prior to the resumption of the search. Larry Ouzts, left, loss prevention engineer, stops at Merwin Park gate to check in with FBI agent.



PICNIC TABLES ON A HELICOPTER PAD? Pacific's Merwin Park with scenes of Army life—mess tent, military vehicles, first aid truck and helicopters — as the FBI and Army used the park as headquarters during the recent search for "D. B. Cooper," missing skyjacker.

SAC, SEATTLE (164-81)

9/1/72

SA

b6
b7C

Sub B
Sub W

NORJAK
OO: SEATTLE

RE: SUB B - NEWSPAPER CLIPPINGS AND
SUB W - WITHOUT ENCLOSURE

filed in Sub B

Enclosed to this memo is a copy of a story that appeared in the June issue of Mobster Times entitled, "Skyjacking: The Plane Story of D. B. Cooper." It is noted much of the information contained in the article is erroneous but two statements were of interest and there are quoted for information purposes as follows: "He had chosen a 727 because the 727 is the only kind of commercial jet from which it is safe to parachute." "He who steals a plane and \$200,000 and leaps out into the night sky is a hero."

RNN:jgm
(3)

Sub B

164-81-3849

lt lt

P

CRIME OF THE MONTH

SKYJACKING: THE PLANE STORY OF D.B. COOPER

It's the crime with the "young look." Everyone hates the airlines. Everyone loves a hijacker. If the thought of being considered anti-social has kept you from a life of crime, consider the crime with the wings on!

Before 1960 there were only 33 aircraft hijackings. In the last ten years there have been 150. More than half of these have been in the U.S. Clearly airline hijacking is as American as apple pie.

The beginnings of this new amateur sport were Cuban but anti-, not pro-Castro. After the revolution, thousands of Cubans, unhappy with the new government, finding exit visas scarce, began hijacking Cuban planes, forcing the pilots to fly to Miami. During the first such flight, the crew of an entire Cuban airliner asking for asylum came as sweet news to Uncle Sam. The plane was not returned. Castro asked but Washington did not answer. In October of 1960, it happened again: This time the Cuban pilot wasn't a part of the rip-off and as a result, he was wounded, a guard was killed, and the plane limped into Key West, Florida. The gunmen were hailed as Freedom Fighters.

Then on July 24, 1961, the worm turned.

An American plane, an Eastern Airlines Electra with 38 passengers on board, was forced to fly to Cuba. The U.S. Air Force was notified of the action when the plane was en route. They sent up a F-102, which flew helplessly alongside the Electra till the plane neared Cuba. It had only been 3 months since the Bay of Pigs. America wasn't looking for more trouble.

The Electra made a safe landing. The passengers and crew—only 3 months after a Bay of Pigs invasion—were sent back to Miami.

Not the Electra. Why should it be sent back? Uncle Sam had kept the last 6 Cuban ships. Was a new Age of Adventure about to begin? Would we have pirate-ship battles in mid-air? Errol Flynn in airtight cabins, battling it out in the stratosphere with Olivia de Havillands in space suits?

Alas, no. Law and Order rules the world. Castro, the Arab countries, America are all members of the same world airplane organizations. They insure each other against losses. How can



The new American hero, right up there with Jesse James and Sergeant York: super-skyjacker D.B. Cooper, complete with wig and putty makeup.

there be a war when each side has to pay the other for losses? When Israel destroyed several planes in Lebanon it was among the countries which had to pay the fee to the central insurance fund for their replacement.

But if the nations of this world do not love hijackers, the people do. The hijackers caught the front pages and soon the race was on. It was so easy! All you had to do was hold up an object, declare to the stewardess it was a gun or a bomb, and tell them where you wanted to go.

Romance! The sky, the night, the excitement, the fainting pregnant women, the FBI clumsily disguised as repairmen surrounding the plane when it stopped to refuel. Many flocked to the new Thing: the patriotic, the young, the romantic, the demented. Cuba, a false emblem of Freedom, was the favorite target. The reality was harsh. The hijackers were treated with suspicion. Several returned home.

There were metal-detecting devices put around the airlines, but these have proven ineffectual. Everyone has metal somewhere on them, and lots of bombs are non-metallic.

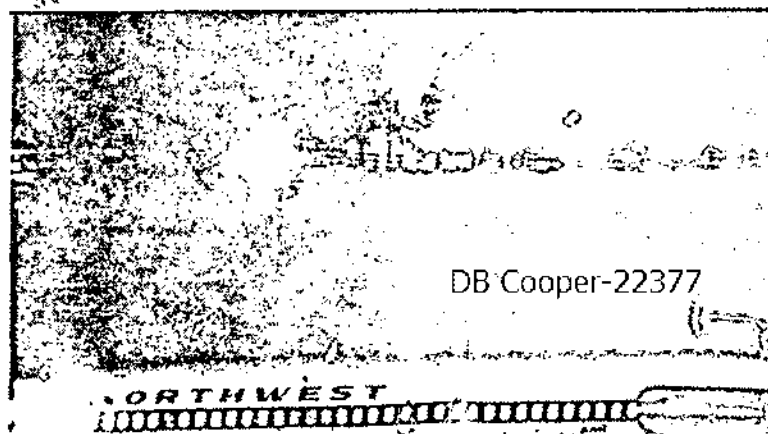
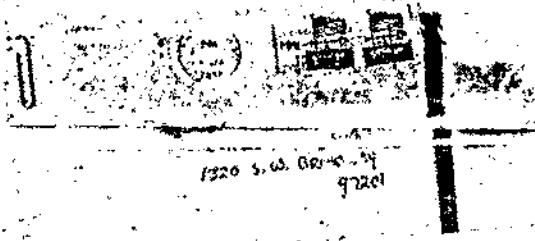
The game was good. The question was—the goal: One hijacker, Raphael Minichiello, a Vietnam vet, took his captive airplane to Italy and was greeted

World Wide Photos

I'M ALIVE AND
doing well in
Home town P.O.

The system that beats the system.

DB COOPER



DB Cooper-22377

NORTHWEST

CRIME OF THE MONTH

SKYJA

6: THE PLANE STORY OF D.B. COOPER

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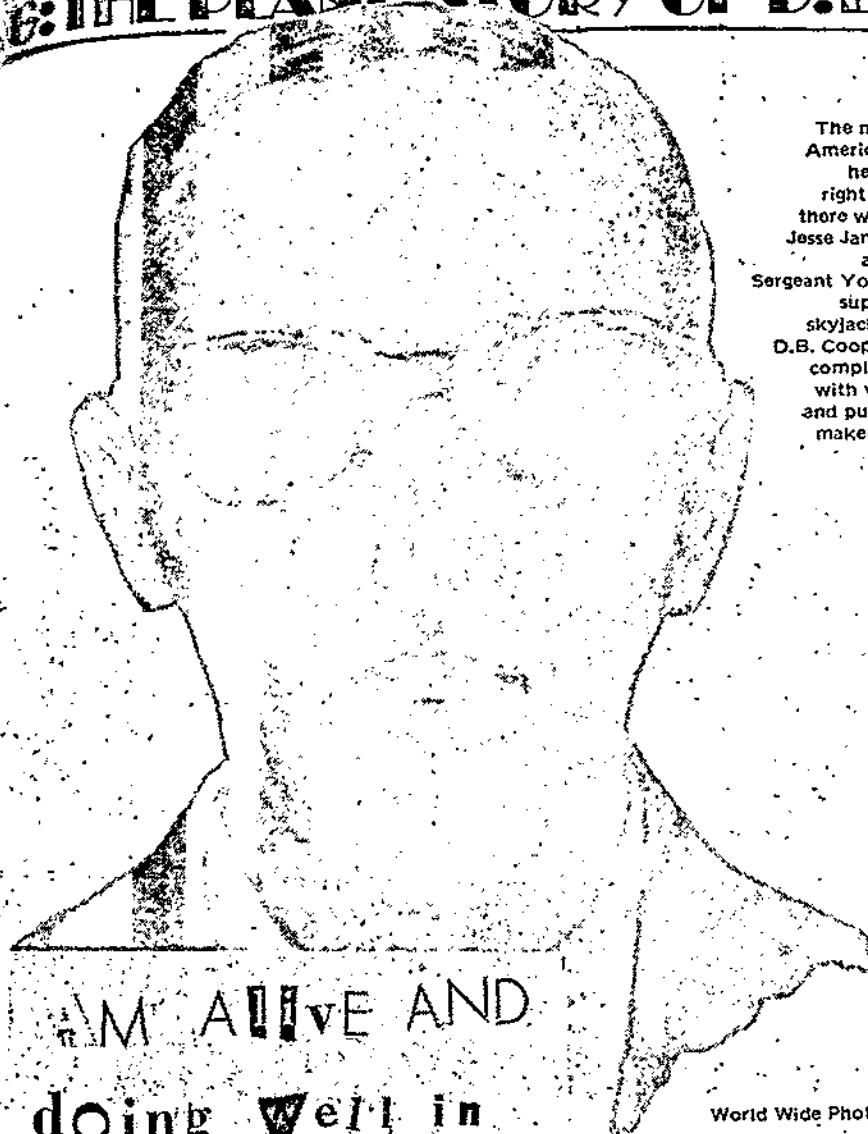
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World Wide Photos

I'M ALIVE AND
doing well in
HOME TOWN P.O.

The system that beats the system.

D.B. COOPER

Editor - Oregonian
1326 S.W. Broadway
97201

DB Cooper-22378

NORTHWEST

warmly by the Italian people. The government was forced to give him a light jail sentence. (America, angry, was demanding extradition but the Italian authorities, knowing of the death sentence Congress had imposed for hijackers, wouldn't allow it.) Minichiello, now out of jail, has been photographed happily waiting on tables in Rome (presumably not at the airport).

But where to go if you're not Italian? You can always just disappear.

THE SAGA OF D.B. COOPER

That's what the last, most efficient hijacker, "D.B. Cooper," did.

D.B., the first (but probably not the last) of a new breed of Disappearing Hijackers, got on a Northwest flight in Portland, Oregon. Later, a passenger who was sitting across from him noted that he was "quite relaxed." It was the night of November 24th. The plane, a Boeing 727, was on the last leg of its flight. It had been in Minneapolis and Montana and was due to go from Portland to Spokane.

D.B., our hero, showed the stewardess a briefcase containing two red cylinders and wires. He told her he would blow up the aircraft unless he got \$200,000 and four parachutes.

The plane stopped at Seattle. It was refueled and the passengers disembarked. The \$200,000 was rounded up along with two military-model parachutes.

He refused to take them. He wanted sporting models. The difference? The sporting models were opened manually. The military models opened automatically after 200 feet of fall. If you wanted

While the F.B.I. scrabbles for clues, America canonizes its new patron saint of system-fucking: D.B. Cooper, where are you?

NOV. 29 - DEC 3
1971

MON CONGRATULATIONS!
D.B. COOPER

TUE

WED DAD'S CLUB

THURS POPS CONCERT

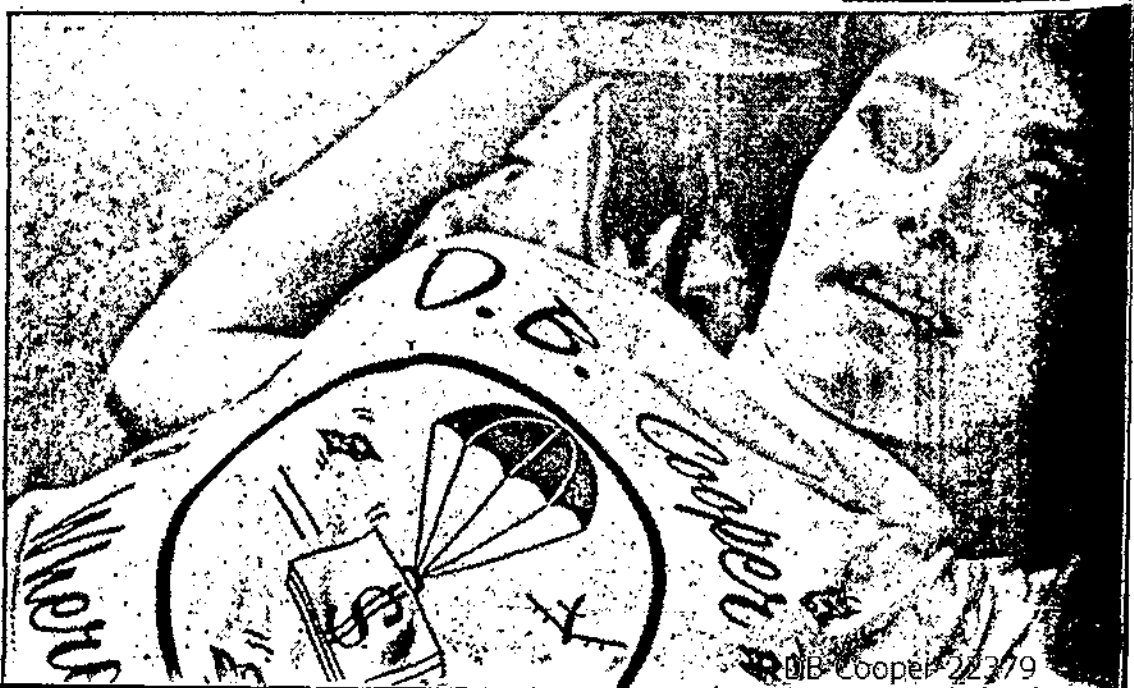
FRIDAY BB STARTS

GRANT VS

SAT BASKETBALL

WRESTLING TOURNAMENT

EXECUTIVE



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sed for hijack-
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But where to go if you're not Italian?
You can always just disappear.

THE SAGA OF D.B. COOPER

That's what the last, most efficient hijacker, "D.B. Cooper," did.

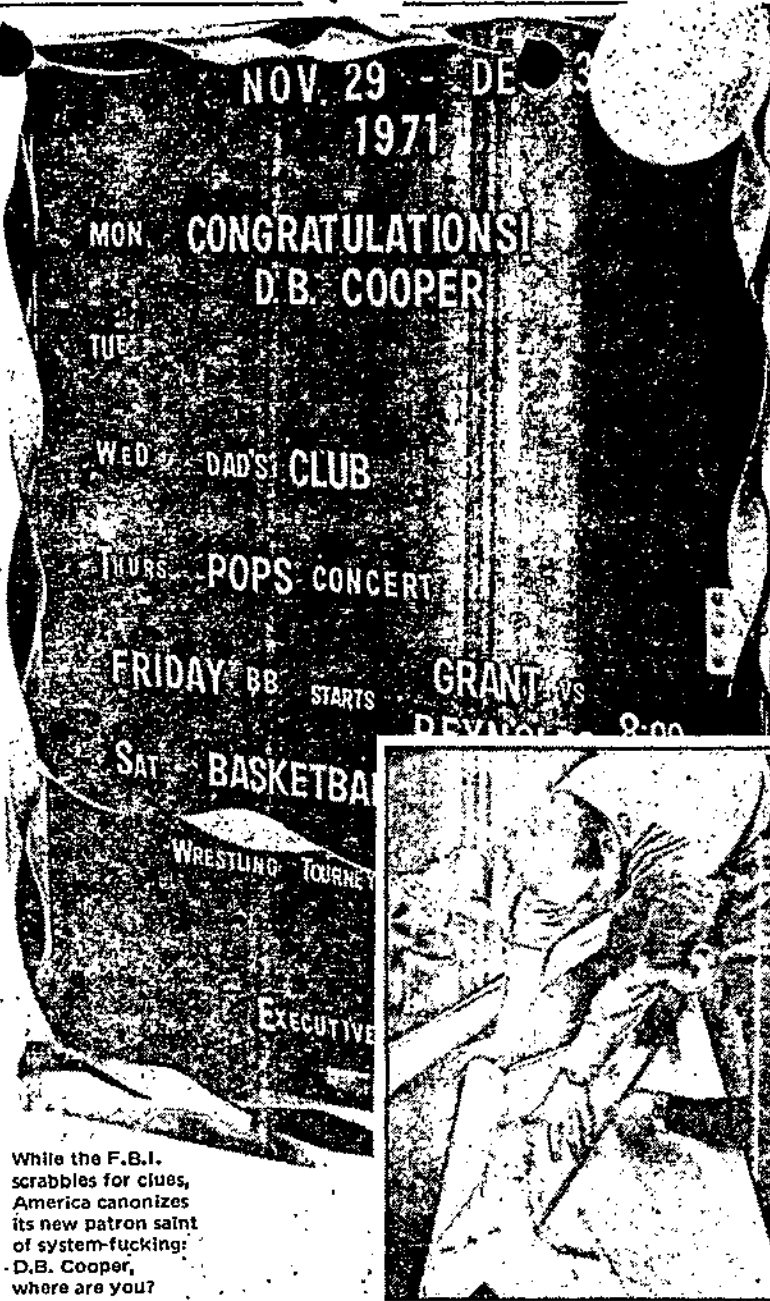
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to fall free in the night air, not be a white moving target, floating and visible, you needed a sporting parachute.

He got two.

He instructed the plane to take off. He knew the parachutes would be good. He had a stewardess beside him. They knew he could take her with him when he jumped.

He had chosen a 727 because the 727 is the only kind of commercial jet from which it is safe to parachute. He had asked them to go to Mexico but they told him the plane's range would not permit it so he instructed them to go to Reno. He told them the plane was to keep below 10,000 feet and that the rear exit was to be left open.

When the plane took off he locked the crew in the cockpit. He had the entire cabin to himself.

When the plane landed in Reno, D.B. was gone. So were the two parachutes. So was the briefcase with the possible explosives.

So was \$200,000.

The good people of Seattle did not organize a posse as they had years ago for a horsethief. He who steals a horse is a villain. He who steals a car is a thief. But he who steals a plane and \$200,000 and leaps out into the night sky is a hero.

The New York Times noted on December 19th, in a story sent from Seattle, that the name D.B. Cooper is advancing in notoriety on the names Jesse James and Black Bart.

Allen King of the Alpine Silk Screen Products of Portland, brought out D.B. COOPER WHERE ARE YOU? T-shirts and quickly sold 3,000 of them, sending them to far-flung admirers in Houston, Los Angeles and New York.

A letter signed D.B. Cooper was sent to The New York Times, The Washington Post and The Los Angeles Times. It read:

SIRS:

I knew from the start that I wouldn't be caught.

I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risk.

I'm no modern day Robin Hood. Unfortunately I have only 14 months to live.

My life has been one of hate, turmoil, hunger and more hate, this seemed to be the fastest and most profitable way to gain a few fast grains of peace of mind.

He informed the authorities that he would be hard to spot. He told them:

"I left no fingerprints.

I wore a toupee.

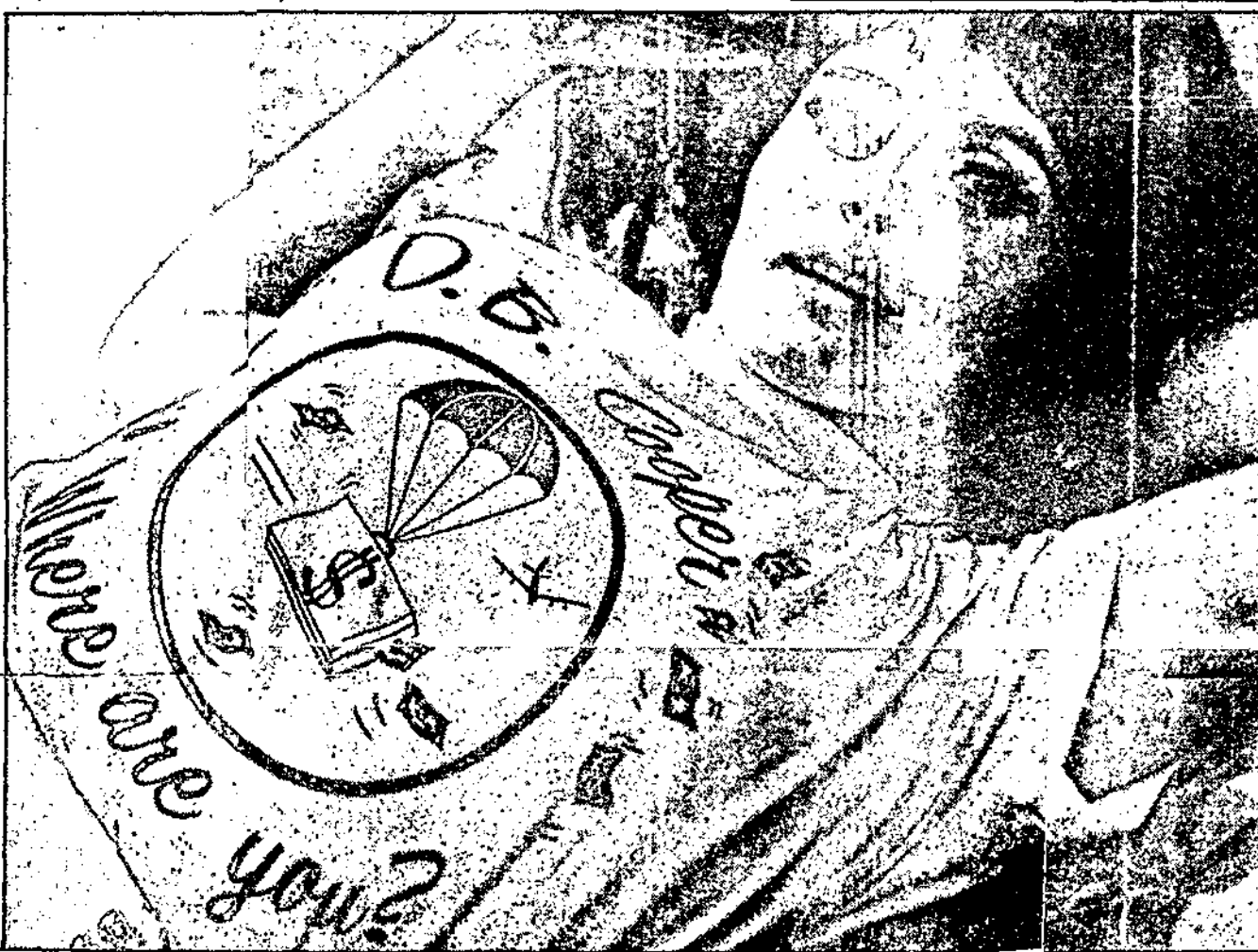
I wore putty makeup."

The FBI is studying the letter carefully. It seems they have a lot to learn. Maybe they should wear toupees and putty makeup.

Meanwhile in Seattle, a bowling alley has advertised a D.B. Cooper bowling sweepstakes.

With cash prizes.

DB Cooper-22380



FBI's Search for Parachuting Skyjacker

No Picnic Around PP&L's Merwin Area

PP&L's Merwin Park could have passed for a mini-military base last month when the FBI and the U.S. Army moved in to resume the search for the mysterious "D.B. Cooper" who hijacked a Northwest Airlines 727 last November, demanded \$200,000 in ransom and parachuted with the money into the rainy night—most likely as the plane was over the Lake Merwin area.

The area was pinpointed by the FBI based on the position of the plane when the crew last spoke to the skyjacker over the plane's phone approximately two miles east of Woodland. Winds between 25 and 40 miles per hour were taken into account in determining that the hijacker could have drifted toward Lake Merwin.

A portion of the Company's property and surrounding area on the Lewis River in southwestern Washington was searched following the skyjacking but the November weather hindered the operation.

Then in March, four months after the

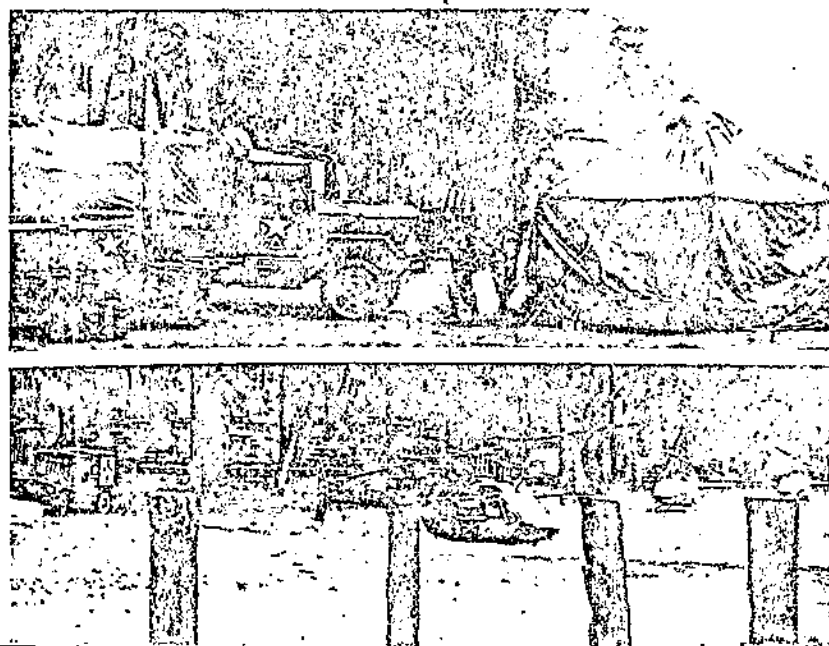
event, the FBI contacted Pacific wanting to renew the search of the rugged, wooded terrain and use Merwin Park as its headquarters. Two weeks later 200 men, nine helicopters and the support facilities needed to maintain the men and machines of the squadron from Ft. Lewis moved into the Company's recreational facility to assist in the air and ground search.

The resumption of the search, although what prompted it was not made public, was coordinated with PP&L personnel. Tom Selliken, assistant vice president in charge of insurance and security, along with Larry Ouzts, loss prevention engineer; G. Eldon Drennan, vice president of engineering and power operations; Stan Piper, division power superintendent; and Joe Nichols, manager of public affairs, met with the FBI to help determine measures that would insure the security of PP&L's hydroelectric dam and property.

Normally open to the public, the park



MEASURES TO INSURE security of PP&L's hydroelectric dam and property was worked out prior to the resumption of the search. Larry Ouzts, left, loss prevention engineer, stops at Merwin Park gate to check in with FBI agent.



PICNIC TABLES ON A HELICOPTER PAD? Pacific's Merwin Park with scenes of Army life—mess tent, military vehicles, first aid truck and helicopters — as the FBI and Army used the park as headquarters during the recent search for "D. B. Cooper," missing skyjacker.

was closed during the search to guard against crowds of curious people on the grounds.

The command post for the operation where FBI agents coordinated men and helicopters was set up in one of the Company buildings at the site. The troops were bivouacked in the adjoining park area which also served as a helicopter pad.

The man who boarded the plane in Portland as "D.B. Cooper" literally vanished into the air that November night and as this issue went to press nothing new had been unearthed in the recent search.

This fact, coupled with a popular theory that the skyjacker ended up entangled in a tree in below-freezing weather and never made it any farther, may make looking for "D.B. Cooper" and the \$200,000 ransom a recreational fad on the Lewis River this summer.

HOW HE FOILED FBI

Last November 24th, a man identifying himself as D.B. Cooper' parachuted from a Northwest Orient Airlines 727 jetliner between Seattle and Reno Nevada with a parcel containing 10,000 twenty dollar bills which as the ransom money that had been delivered to him while he held the planes crew hostage at the Seattle-Tacoma International airport.

The F.B.I. and other state and local law enforcement agents assisted by companies of G.I.'s from Fort Lewis have futilely wasted many hours and thousands of taxpayers dollars looking for Cooper.

So far Cooper has successfully eluded his following the same ingenious manner that he pulled off his skyjack caper, coolly staying a safe distance away from anger.

The F.B.I. headquarters in Seattle has vowed to scrutinize every foot of land between the Sea-Tac airport and Reno to turn up clues in the case.

Despite rewards of 5,000 dollars by the Media's "Link on your Friends" programs the public has generally granted Cooper adoration and somewhat a hero status. An anonymous interviewer from the twice weekly newspaper the "Seattle Flag" has produced a story from a taped interview with D.B. Cooper which is validated by the presentation of one of the recorded twenty dollar bills included in the ransom money.

This story was run in the "Flag" because the interviewer was unable to send it to the "Post-Intelligencer" because they had the 5,000 dollar reward out for Coopers and also television stations would have requested a tape on which voice prints could possibly be produced. Therefore, running the story in the Flag was the only option.

Cooper said that the witnesses description were off about fifteen pounds and a couple of inches. Also that the artist's impression were very poor. When asked why he was still in Washington state he added that he felt it was safer to hide where no one would imagine him to be rather than to go to some place like Mexico or South America where the authorities would naturally expect him to go.

He said he started actual work on his skyjacking plan on June 1. The idea had come to him while he was watching T.V. He figured that skyjackers before him had been fools - with their hijacking planes to go to Cuba, risking the death penalty when all they had to do was charter a boat or go to Mexico and take a plane out there!

He stated that he did it for the money, realizing that an answer was not merely how to get it but rather how to get away with it. After making extensive preparations destroyed hundreds of timetables, graphs, aircraft timetables, weather reports and pages of notes. He felt that he had done enough preparations to be worth 200,000 dollars.

He described jumping from a jet going 200 miles an hour as being cold, dark, loud, windy and scary, very scary!

He had prepared to some extent with long underwear and gloves but in order to remain undetected onboard the plane he had to sacrifice some elements of comfort. He had activated the stairs and opened the back door before he has over the touchdown area to confuse the F.B.I. Finally using Kleenex for earplugs he talked down to the tenth step and stepped off into the mercy of the wind and gravity. In the darkness he heard the engines of the following planes. But he realized that

it was a calculated risk that's why he jumped in bad weather and at night, also he waited a little longer than usual before pulling his ripcord. Adding that his free fall was about 5,000 of the total 7,000 feet. Which was very risky doing at night.

He came down about a hundred miles away from S.W. Washington contrary to the F.B.I. report that he touched down near Vancouver Washington.

The first thing he did on landing was bury his chute, he was within five miles of where he had intended to land in an evergreen wooded terrain. He credited this accuracy to his projected calculations and his Japanese watch. He wouldn't say whether he had an accomplice on the ground. He said he had lived in Seattle and had once

two parachutes he had ordered. A stewardess came back with the money in a canvas bag to where Cooper was holding another stewardess as hostage in the rear of the passenger cabin.

Cooper checked out the loot, first thing and noticed that they reeked of duplicating fluid. Then the stewardess made two more trips out on to the run way to bring in the chutes.

Then one of the fuel trucks pulled up...then he ordered the passengers off the plane, and everyone else into the cockpit...a middle-aged, executive looking man started to push his way back through the line into the tourist cabin. Cooper tensed up expecting the guy to try something heroic - but he had just left his briefcase on his seat and was retrieving it...



worked at Boeing's on the construction of the first Boeing 727 in 1953 and got to know the 727 from the inside out.

The reason he was attracted to the plan was the alignment of the three Pratt & Whitney engines two on the sides of the rear fuselage and the third at the base of the T-tail assembly. Also the down-flaps stalling speed, One hundred and nine miles per hour which was risky but jumpable.

Then also he took into account the small crew: Three on the flight deck and the three stewardesses. Two central galleys and the wardrobe with the two toilets to the rear, figuring that they might come in handy as a place to hold a stewardess hostage.

THE ACUTAL JUMP

First the briefcase bomb was only real in the sense that it worked, it was constructed of Gillette shaving cream cans, painted red and rigged up with prima-cord fuses. When he flashed them to the stewardesses they carried out his instructions because they were well indoctrinated and thoroughly trained. Also they obeyed instructions from Mr. Nyrop of the head of Northwest.

Nyrop figured that it was easier to pay a mere 200,000 than to risk four lives and a \$5 million dollar airplane. Cooper could smell zeros flying on the money and knew that the twenties had been duplicated.

He stayed close to his original plan, only having one nervous moment when he was still negotiating on the ground at Sea-Tac airport. The fueling was being stalled, and he was getting edgy, figuring someone was planning some kind of straggle in an effort to shoot him or something. One of the pilots brought out the money and the

He figured if the F.B.I. was going to make a move it would be at Sea-Tac. Everybody but the stewardess he was holding hostage and the three man crew was clear of the plane. Buzzing the cockpit he asked the captain what the hold-up was. Trouble with the vapor lock was the answer. And another truck was coming. Cooper told the Captain: "Not more than one fuel truck at a time" but eventually five fuel trucks came out, only three of which were able to deliver. Cooper almost blew his cool, he went forward to the cockpit and told the captain it was take off time, and to take the plane to Mexico.

The plane was again airborne at 7:40 pm four hours and forty-two minutes after leaving Portland.

The parachutes were unacceptable so he decided to jump without a reserve chute, he cut the extra chute up and used the strips to tie the money to his waist.

Next he took the stewardess forward and ordered the captain to lock the door from the inside. Then he returned aft, closing the first class and tourist compartments behind him.

Then he got on the intercom and told the captain to hold the aircraft at 7,000 feet, and speed at 200 miles per hour.

Last he ordered that nobody, under any circumstances, was to attempt to make any further contact with him. Shortly after he jumped.

Cooper declared to the reporter that he was going to retire the night of the interview and head to an undisclosed destination. He said he would be back in five years, thanks to "The Statute of Limitations!"

...by Mike Noble

Sub B

(Mount Clipping in Space Below)

Trial Set for 2 Accused In Cooper Interview Case

Two men charged with attempting to sell a fake interview with skyjacker "D. B. Cooper" to a former Newsweek editor pleaded not guilty yesterday in Federal Court.

U.S. District Judge Walter McGovern set Nov. 27 as trial date for William John Lewis, alias Jack Lewis, 33, and Donald Sylvester Murphy, 49, both of the Bremerton area.

The government charges Lewis answered newspaper ads placed by Karl P. Fleming of Los Angeles asking "D. B. Cooper" for a confidential interview.

The government contends

Murphy posed as Cooper in the interview with an asking price of \$30,000.

Cooper was the name given by the man who hijacked a jetliner between Seattle and Portland last Thanksgiving eve.

Cooper demanded and got \$200,000, bailed out somewhere between Seattle and Reno and has not been seen since.

Assistant U.S. Attorney Larry Finegold, one of the passengers aboard the skyjacked Northwest Airlines plane, will try the case against Lewis and Murphy for the government.

(Indicate page, name of newspaper, city and state.)

D.A9 Seattle Post-Intelligencer
Seattle, Wash.

Date: 7/25/72
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

Character:
or

Classification: 164-81-
Submitting Office: Seattle

☒ Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 27 1972	
FBI-SEATTLE	

DB Cooper-22383

(Mount Clipping in Space Below)

Two plead innocent of 'Cooper' hoax

Two Kitsap County men charged with carrying out a \$30,000 "D. B. Cooper" hoax pleaded innocent yesterday in federal court here. They are scheduled for trial November 27.

William J. Lewis, 33, Seabeck, and Donald S. Murphy, 49, Bremerton, were charged with a plot in which Murphy impersonated Cooper, the only parachuting airline hijacker not yet caught.

They are accused of obtaining \$30,000 from Karl Fleming, a former Newsweek-magazine editor, after Murphy, posing as Cooper, submitted to a filmed and tape-recorded interview.

A man using the name D. B. Cooper hijacked an airliner last Thanksgiving Eve and parachuted from the plane with \$200,000 ransom.

SUB B

(Indicate page, name of newspaper, city and state.)

p.B6 Seattle Times
Seattle, Wash.

Date: 7/25/72

Edition: Final

Author:

Editor: Henry McLeod

Title: NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 27 1972	
FBI - SEATTLE	

DB Cooper-22384

(Mount Clipping in Space Below)

Conspiracy charged in 'Cooper interview' case

The federal government has added a conspiracy count to earlier charges filed against two Kitsap County men accused of setting up a phony interview with "D. B. Cooper," who hijacked an airplane here last November.

Four additional counts were filed here yesterday by United States Attorney Stan Pitkin against William John Lewis, also known as Jack Lewis, and Donald Sylvester Murphy.

The conspiracy count in yesterday's information charges that Lewis and Murphy conspired together and with other unknown persons to defraud Karl Fleming of Newsweek Magazine and Platypus Publications, Inc., of Los Angeles, of more than \$5,000.

The charge also says that as a part of the conspiracy Lewis demanded \$45,000 for the bogus interview.

In an additional count, the federal government charges the two men with transmitting messages by wire and telephone communications in interstate commerce between Seattle and Los Angeles to defraud.

Lewis, 32, of Seabeck, and Murphy, 49, of Bremerton, were charged originally in May. Lewis posted \$50,000 bail, and Murphy posted \$8,000 bail.

They were charged with trying to swindle Fleming, a former contributing editor of

Newsweek, by convincing him Murphy was D. B. Cooper.

Pitkin filed the added charges yesterday after the defendants waived their rights to go before the federal grand jury which could indict them.

Lewis and Murphy asked for and were granted a delay so they could review government evidence, including tapes and films.

"D. B. Cooper" was the name used by the man who

hijacked a Northwest Airlines flight between Portland and Seattle last Thanksgiving eve and parachuted out enroute to Reno after extorting \$200,000 from the airline. No trace of Cooper or the money has been found.

Two additional counts in the new charges deal with the dates from February 1, 1972, continuing to May 2, 1972, in which the defendants are accused of devising their scheme to defraud, knowing their information was false.

(Indicate page, name of newspaper, city and state.)

p.A4 Seattle Times
Seattle, Wash.

Date: 7/18/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle

☐ Being Investigated

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SEARCHED	INDEXED
SERIALIZED	FILED
JUL 17 1972	
FBI - SEATTLE	

DB Cooper-22385

(Mount Clipping in Space Below)

2 Men Charged In 'Cooper' Case

U.S. Attorney Stan Pitkin yesterday filed charges against two Kitsap County men, contending they conspired to swindle a former Newsweek employee out of \$45,000 in return for an "exclusive interview" with air hijacker "D. B. Cooper."

Pitkin filed his charges after William John Lewis, 32, of Seabeck and Donald Sylvester Murphy, 49, Bremerton, waived their rights to go before the federal grand jury which could indict them.

The defendants had asked for and were granted a delay so they could peruse government evidence against them, including tapes and films.

Pitkin charges that Lewis on Feb. 1, telephoned Karl Fleming, a former

contributing editor in Los Angeles, saying he could arrange an interview with the still-elusive skyjacker D. B. Cooper in Seattle.

Fleming flew to Seattle and paid Lewis and Murphy, the latter posing as Cooper, \$30,000 of a \$45,000 fee payable in three installments for the interview, according to the information.

Pitkin said Fleming, no longer employed by Newsweek at the time of the transaction, got the money from Platypus Publications, Inc., of Los Angeles.

"D. B. Cooper" was the name used by the man who extorted \$200,000 from Northwest Airlines, then bailed out after the plane left Seattle for Reno last Thanksgiving eve.

(Indicate page, name of newspaper, city and state.)

p.A18 Seattle Post-
Intelligencer
Seattle, Wash.

Date: 7/14/72
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated

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SERIALIZED	FILED
JUL 17 1972	
FBI - SEATTLE	

DB Cooper-22386

(Mount Clipping in Space Below)

Pair Charged In Hoax Out on Bail

Two men, charged with conspiracy to defraud in connection with the selling of what was represented as "D. B. Cooper's" personal account of his \$200,000 sky-jacking in November, were released on bail yesterday.

Bail for William John Lewis, 32, Seabeck, Kitsap County, was set by the U.S. magistrate at \$50,000; for Donald Sylvester Murphy, 49, Bremerton, \$8,000.

They are accused of receiving \$30,000 cash from Karl Payne Fleming, Los Angeles, for what Fleming said he was told was a personal interview with Cooper on a Puget Sound beach in King County.

A man identified only as "D. B. Cooper" is believed to have parachuted over Clark County from a Northwest Airlines plane Nov. 24. With him he had \$200,000 that the airline had given him on his demand before the plane left Seattle.

The complaint against Lewis and Murphy says that the latter impersonated Cooper in the interview with Fleming and that Lewis arranged for the interview.

In the interview, the complaint says, Fleming represented a Los Angeles publishing firm, from

which he said he got the \$30,000.

Although Cooper is being sought for questioning in connection with the sky-jacking, there is no warrant for his arrest and he has not been indicted, unless secretly.

(Indicate page, name of newspaper, city and state.)

p.D13 Seattle Post-Intelligencer
Seattle, Wash.

b6
b7C

Date: 5/4/72
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

Character:
or 164-81
Classification:
Submitting Office: Seattle
☐ Being Investigated

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SEARCHED	INDEXED
SERIALIZED	FILED
MAY 8 1972	
FBI-SEATTLE	

DB Cooper-22387

(Mount Clipping in Space Below)

'Cooper' Swindle Charged Here

BY CRAIG SMITH

Two Kitsap County men were arrested yesterday and charged in federal court with scheming to swindle a former Newsweek contributing editor out of \$45,000 in return for an "exclusive interview" with airline skyjacker "D. B. Cooper."

Arrested and held in King County Jail following a bail hearing were William John Lewis, 32, of Seavue Estates, Seabeck, also known as Jack Lewis, and Donald Sylvester Murphy, 49, of 540-4th Ave., Bremerton.

U.S. Attorney Stan Pitkin said during the bail hearing he believes the two men have \$30,300 obtained from Karl Payne Fleming, the former Newsweek editor, who got the money from Platypus Publica-

tions, Inc., of Los Angeles. An affidavit by FBI Agent Charles E. Farrell said \$15,000 was to be paid when Fleming was convinced he was talking to the hijacker, \$15,000 to be paid after the interviews and a final \$15,000 after publication of the story.

The complaint said Fleming gave Lewis \$300 for expenses.

The complaint said Fleming conducted interviews with Murphy, who was disguised as "Cooper," on Feb. 22 and 23. According to the complaint, the sound man and cameraman recording the interview Feb. 23 at a Seattle-area beach had to work from "an extreme distance while wearing earplugs" to give "added credibility to the fraudulent scheme."

"D. B. Cooper" is the name used by a skyjacker who extorted \$200,000 from Northwest Airlines, then apparently bailed out with his money after the plane left Seattle en route to Reno last Thanksgiving eve. "Cooper" has not been arrested.

Pitkin said Newsweek was not a party to the interview agreement and that Fleming is no longer employed by the magazine.

Bail for Lewis has been set at \$50,000, \$5,000 of which must be posted in a cashier's check and the remainder in a property-bond agreement to be signed by his wife and parents. Murphy, who told U.S. Magistrate Charles Schaaf that he went

bankrupt two years ago, is required to post an \$8,000 cashier's check or "sufficient sureties."

The complaint said the scheme started after Fleming placed a classified advertisement Feb. 1 seeking a confidential interview with "Cooper."

The complaint says Fleming flew to Seattle, and on Feb. 16 met Murphy who was disguised as "Cooper" at an airport motel.

On Feb. 21 according to the government, copies of three \$20 bills said to have been taken in the hijacking were shown to Fleming. In the complaint, the government said the bills in the copy were phonies because serial numbers of hijack money had been superimposed.

The government claims that on the same day Fleming paid \$30,000 to Lewis, who was acting as the go-between using the name "Seth Thomas," and that on the next day the interviews began.

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Post-Intelligencer
Seattle, Wash.

b6
b7c

Date: 5/3/72
Edition: Final
Author: Craig Smith
Editor: Dick Lyall
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
☐ Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1972	
FBI-SEATTLE	

DB Cooper-22388



—P-I Photo by Tom Barlet.

DONALD MURPHY, LEFT, AND WILLIAM LEWIS LEAVING COURTHOUSE

—The Kitsap County men are accused of a hoax to swindle \$45,000

A written agreement stipulated that the money would be held in a defense fund for "Cooper" if he was apprehended. The government said in the complaint that fingerprints lifted from the receipts for the \$30,000 "have been identified as belonging to William John Lewis."

The film, tape and copy of the three bills are in custody of the FBI, Pitkin said.

Lewis, a land developer and dance hall operator, was arrested by FBI agents at his home. Murphy, a real estate developer, was arrested outside Jack's Cafe at Gorst. Each man is the father of three children.

The men are charged with two counts — conspiring to defraud Fleming and inducing him to travel to Seattle for the execution of the scheme. The maximum sentence on the two counts combined is 15 years in jail, \$15,000 fine, or both.

Pitkin described the purported plan of Lewis and Murphy as "a very curious scheme that had trappings of credibility."

(Mount Clipping in Space Below)

Bail set for two men in 'Cooper interview'

By DEE NORTON

William John Lewis, 32, charged with carrying out a Clifford Irving - style fraud involving the "D. B. Cooper," airplane hijacker, was ordered held for \$50,000 bail yesterday by United States Magistrate Charles Schaaf.

Donald Sylvester Murphy, 49, accused of impersonating Cooper in a meeting with a former contributing editor for Newsweek magazine, was ordered held for \$8,000 bail.

Schaaf said that he set the high bail for Lewis because \$30,000 which the government says was paid by Karl Fleming for a bogus interview with Cooper has not been recovered.

Lewis, a former employee of the City of Bremerton, manages a dance hall there and also is involved in free-lance engineering work and land development. He lives in Sea-View Estates, near Seabeck.

Murphy told Schaaf he "lost everything two years ago" and has been slowly paying off a \$3,500 federal tax lien. He lives in downtown Bremerton.

LEWIS was charged with a "similar event" several years ago in Port Angeles, Stan Pitkin, United States attorney for Western Washington, said during the hearing. Bruce Harrod, defense attorney, said that charge later was dismissed. Pitkin did not explain the nature of the earlier charge.

Lewis and Murphy are charged with using interstate facilities to obtain money under false pretenses, and with conspiracy. If convicted, they could be sentenced to up to 10 years in prison and fined \$10,000 on the interstate-facilities count, and sentenced to five

years and fined \$10,000 on the conspiracy count.

Last week Lewis told The Times he had been interviewed by federal agents and now wished the whole thing—"a publicity stunt"—never had happened. He did not give any details of the stunt.

IN THE COMPLAINT filed yesterday Lewis is accused of telephoning Fleming in Los Angeles where he did work for Newsweek and telling him he knew Cooper and could arrange an interview. Fleming had placed an advertisement in The Times seeking information about "D. B. Cooper," who hijacked a Northwest Orient Airlines 727 November 24 and ransomed it and 36 passengers for \$200,000 by saying he had a bomb.

The hijacker parachuted from the airliner somewhere between Seattle and Reno. The hijacking is the only one in this country not yet solved by the Federal Bureau of Investigation.

The complaint said that Lewis introduced Murphy, posing as Cooper, to Fleming during a meeting February 16 at the Swept Wing Inn near the Seattle-Tacoma International Airport. Lewis told Fleming his name was "Seth Thomas," according to the complaint.

THE DEFENDANTS demanded \$45,000 from Fleming but later settled for \$30,000 the government says. Platypus Productions, Inc., Los Angeles, provided Fleming with the money to buy the "confession" after Newsweek rejected the story.

Fleming filmed and tape-

recorded an interview by Murphy February 22 and 23 on a beach in King County, the complaint said.

Lewis and Murphy, it said, supported their statements by giving Fleming copies of three \$20 bills purported to be part of the ransom money. The complaint said that serial numbers of ransom bills were superimposed on other bills by the defendants. The serial numbers of the ransom bills have been made public by the F. B. I.

FLEMING also received photographs of "Cooper." The complaint said the photos were posed by Lewis, showing Murphy dressed as the hijacker and wearing a wig and glasses.

It also said Fleming has told federal authorities the bills were shown him by Lewis and that two receipts Lewis gave Fleming for the money were found to have Lewis' fingerprints.

(Indicate page, name of newspaper, city and state.)

p.E15 Seattle Times
Seattle, Wash.

Date: 5/3/72
Edition: Final
Author: Dee Norton
Editor: Henry McLeod
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: Seattle
☐ Being Investigated

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SEARCHED	INDEXED
SERIALIZED	FILED
MAY 8 1972	
FBI-SEATTLE	

DB Cooper-22390

Agents who have interviewed Lewis and Murphy have examined the film and tape recordings of the interview and have identified the people involved as Lewis and Murphy, the complaint said.

An exhibit attached to the complaint — a copy of a note signed by Lewis — said the \$30,000 was to be held in trust for Cooper to pay attorney fees should he be arrested or surrender.

PITKIN would not comment when asked if Lewis also sold his information to The Seattle Flag, a bi-weekly newspaper.

The Flag Monday published a purported interview with Cooper, saying it had paid \$1,000 to the interviewer, who was not identified. The newspaper carried a

photograph of a \$20 bill bearing a serial number of a ransom bill.

Lewis last week said he began investigating the hijacking in hopes of collecting

a \$10,000 reward.

He described reports about the Cooper investigation moving to the Bremerton area as a "publicity stunt," rather than a hoax.



Manacled and carrying their personal possessions in envelopes, Donald Sylvester Murphy, left, and William John Lewis were taken from the United States Courthouse to jail.

(Mount Clipping in Space Below)

2-charged here with — 'D. B. Cooper' hoax

By DEE NORTON

Two Kitsap County men were charged today with defrauding a former representative of a national news magazine of \$30,000 by setting up a phony interview with "D. B. Cooper," airplane hijacker.

Arrested were William John Lewis, Bremerton dance-hall manager, and Donald Sylvester Murphy, Silverdale real-estate salesman.

They were accused of conspiring to use interstate commerce to obtain \$30,000 from Platypus Publications, Inc., Los Angeles, by having Murphy pose as Cooper in meetings with Karl Fleming, who then was a contributing editor in Los Angeles for Newsweek magazine.

Lewis, who also works as a free-lance engineer and land developer, telephoned Fleming February 1 in response to an advertisement in The Times placed by Fleming seeking information about Cooper, the complaint said.

Lewis told Fleming he had talked with Cooper, knew his true identity and could arrange an interview, according to the government.

A man using the name "D. B. Cooper," hijacked a North-

west Orient Airlines 727 and its 36 passengers and collected \$200,000 ransom last November 24. The man parachuted from the plane.

Lewis and Murphy superimposed the serial numbers of \$20 bills given Cooper on other bills and gave Fleming copies of them to convince him that Murphy was Cooper, the complaint said.

The complaint said Murphy dressed like an artist's sketch of Cooper, using a wig and glasses, to be photographed by Lewis. The photographs were given Fleming to support the fraud, the complaint said.

Lewis and Murphy met Fleming February 16 at the Swept Wing Inn near the Seattle-Tacoma Airport, the complaint added. It said Lewis used the name "Seth Thomas" and introduced Murphy to Fleming as Cooper and demanded \$45,000.

The defendants agreed to settle for \$30,000, however, according to the government. On February 22 and 23 Murphy posed as Cooper and submitted to an interview filmed on a beach in King County and confessed the hijacking, the complaint said.

Platypus Publications provided Fleming with the

money after Newsweek rejected Lewis' story, the complaint said.

Lewis' fingerprints have been found on two receipts Lewis gave Fleming after getting the money, the complaint said.

An exhibit attached to the complaint said Lewis had agreed that the \$30,000 was to be used only for legal defense for Cooper; when he was apprehended or surrendered.

Stan Pitkin, United States attorney for Western Washington, would not comment when asked if the information Lewis gave Fleming also was the basis for a "D. B. Cooper" interview published yesterday by The Seattle Flag, a biweekly newspaper. The Flag said it paid \$1,000 for an interview conducted by an unidentified person.

Lewis told last week how F. B. I. agents had questioned him extensively. Lewis said he had begun investigating the D. B. Cooper hijacking in hopes of collecting a \$10,000 reward.

Lewis mentioned Cooper's name in an advertisement to sell some land. Response to the ad started him on "a better theory than what the F. B. I. has been doing," he said.

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Times
Seattle, Wash.

b6
b7c

Date: 5/2/72
Edition: Final
Author: Dee Norton
Editor: Henry McLeod
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: Seattle
☐ Being Investigated

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MAY 4 1972	
FBI - SEATTLE	

DB Cooper-22392

(Mount Clipping in Space Below)

Two Kitsap Men Face Cooper Fraud Charges

By DENISE KALETTE
and OREN CAMPBELL
Of The Sun Staff

Two Kitsap County men today were charged by the federal government with a plot to impersonate skyjacker "D. B. Cooper" in order to extort more than \$30,000 from a Los Angeles writer.

According to U. S. Atty. Gen. Stan Pitkin, the FBI arrested William "Jack" Lewis, 32-year-old land developer from Seabeck, and Donald Sylvester Murphy, 49, a Bremerton real estate promoter, after a complaint was signed today by a U. S. magistrate in Seattle.

The two were to appear in federal court in Seattle this afternoon for a preliminary hearing.

According to U.S. Atty. Gen. Stan Pitkin, the plot revolved around one of the men masquerading as "Cooper," the name a man gave last Thanksgiving eve when he bailed out of a Northwest Airlines 727 jet with \$200,000 he had extorted from the airlines.

The skyjacker has not been found, and the money apparently has not turned up, according to FBI reports.

Lewis and Murphy are charged with conspiring to defraud Karl Fleming of Los Angeles, former Newsweek contributing editor, in return for an exclusive story from "Cooper" on how the hijacking was carried out.

It is a federal crime to induce a person to cross state lines in furtherance of a fraud.

Lewis was arrested at his home at Sea-View Estates near Seabeck, while Murphy, a resident of Higgs House,

(3, name of
newspaper, city and state.)

P.1

Bremerton Sun
Bremerton, Wn.

b6
b7c

Date: 5/2/72

Edition:

Author: Denise Kalette

Editor: Oren Campbell

Title:

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MAY 8 1972	
FBI-SEATTLE	

DB Cooper-22393

560 4th St., was taken into custody at a Gorst cafe. Both arrests were made about noon without incident.

Murphy maintains a business office at 6608 Kinsap Way. Lewis has an office for Seven Beaver Lakes Country Club at the same address.

Charges filed by Pitkin contend that Lewis and Murphy used photo copies of three \$20 bills with serial numbers from money given to the hijacker superimposed over the original numbers as part of their scheme to get Fleming to accept their story that Murphy was "Cooper."

The Associated Press said the two are charged with dressing Murphy in a wig and glasses to make him look like an artist's drawing of "Cooper."

A news release this afternoon from the FBI said Fleming allegedly paid the men \$30,000 for an exclusive story, pointing out to them that Newsweek couldn't support the undertaking but that a partner of Fleming's in Platyapus Publications, Inc., would put up the money.

Federal authorities claimed Fleming met with Lewis and a disguised Murphy on Feb. 16 at a Seattle motel.

The affidavit from FBI Agent Charles E. Farrell said Fleming came to Seattle again Feb. 20 with \$30,000 in cash and turned the money over to Lewis after both signed a statement that the money was to be held in trust as a legal defense fund should "Cooper" ever be captured or should surrender. The agent said Fleming also gave Lewis \$300 for expenses.

An interview with Murphy posing as "Cooper" was carried out on a Puget Sound beach near Seattle on Feb. 23, the charges said. A motion picture camera and a tape recorder were placed so that their operators could not see or hear the interview by Fleming of "Cooper" and Lewis. Both operators were told to wear earplugs, the charge said.

The film, tape and copy of the three alleged ransom bills are in custody of the FBI, Farrell said.

An advertisement in at least one Seattle newspaper late last December is believed to have started a chain of events that eventually led the FBI to the charges, The Sun has learned.

The advertisement, in the personal columns of the Seattle Times the week of Dec. 23, said in part:

"D. B. Cooper

"If you are interested in telling your poignant story to an absolutely discreet and trustworthy writer for a responsible national magazine without jeopardizing your safety in any way, phone area code 213-826-5457

That was the home phone number of Fleming, who at that time was a contributing editor of Newsweek magazine, in West Los Angeles.

That advertisement was noticed by William "Jack" Lewis, 32-year-old Seabeck man who—among other occupations—is a land developer. Lewis later told The Sun that ad gave him an idea for an advertisement he placed in The Sun on Dec. 30.

Lewis' ad read:

"D. B. Cooper

"Have 2½ acre investment tracts. Will defer down payment. Call MY 2-6864-MY 2-2815."

What happened after that ad appeared has not yet been determined, but FBI agents apparently have been trying to find out if the parachuting hijacker who extorted \$200,000 from Northwest Airlines last Nov. 24 answered Lewis' ad.

Several times since the first of this year, Lewis has told The Sun he thought he had been contacted by the skyjacker, whose voice he recognized on the telephone.

However, Lewis also has said at various times before the FBI began questioning him that:

—He has been acting as a go-between to sell the skyjacker's story.

—He has made contact with Fleming and given him the facts for a story.

—He has been seeking a guarantee of amnesty for the skyjacker, who would like to surrender himself and all the money at a time that would coincide with publication of the story.

—He has received some money from Fleming for expenses incurred in arranging details of the story's sale.

—He has been waiting for verification that the story will be purchased. He assumes that perhaps the deal is off.

—He has no proof that the man with whom he has been in contact actually is the skyjacker . . . he's merely operating on a "supposition."

Fleming was contacted Saturday by The Sun and declined to confirm or deny anything about the case. Fleming, who recently resigned from the Newsweek staff to edit a weekly tabloid to be published in Los Angeles starting next month, said Fleming himself would keep his "big,

fat, vulnerable mouth shut."

He declined comment on whether or not the FBI has been questioning him about his knowledge of the skyjacker or Lewis, and he declined to say if any money has been paid by him to Lewis.

In March, when The Sun had first contacted Fleming in an attempt to verify Lewis' story, the writer said at first that he knew nothing about a hijacker or about a forthcoming story concerning a hijacker.

But he telephoned the newspaper later the same day to say he remembered a call about midnight one night "from someone purporting to have a yarn about D. B. Cooper."

"He had a supposition that he wanted to report to me. He continued to bend my ear with such incredible nonsense that I turned around and went back to sleep," Fleming said in that conversation.

A portion of the ad Fleming placed in the Seattle Times urged the skyjacker to "call the phone number after midnight and I'll direct you to a safe phone."

Fleming was asked Saturday if he would stand by the comments he had made to The Sun in March. He gave no direct answer, saying he would leave that up to The Sun.

(Mount Clipping in Space Below)

FBI man won't talk about search of Lake Merwin

J. Earl Milnes, special agent in charge of the Seattle FBI office, would not comment Monday on the possibility of having divers search Lake Merwin for the airplane hijacker known as D. B. Cooper.

He also declined to make a statement about an alleged interview with Cooper which was published in the Seattle Flag, a biweekly newspaper just five editions old.

A ground search of several weeks ended last week in the area near Merwin, in the Lewis River country, where Cooper was believed to have parachuted.

Maj. Warren Shiroma, operations officer for the search, said Cooper "got away alive or he's at the bottom of the lake, or the FBI calculations of where he jumped aren't correct."

The major was quoted by United Press International as saying that search of the lake

bottom would be "a staggering job." Merwin Lake is nine miles long.

A man who registered in the name of D. B. Cooper hijacked a plane last November and parachuted from it with \$200,000 ransom.

Search for Cooper was centered in the Woodland area in the fall, and was resumed this year by the FBI, with the help of Army troops, some in helicopters.

In Seattle, the Flag newspaper has published what it claims was a transcript of a taped interview with Cooper.

The newspaper said in Monday's edition it paid \$1,000 for the interview conducted by an anonymous "ordinary-looking man of 20 years plus" and signed "an agreement of confidentiality."

The Flag quoted Cooper as telling the anonymous interviewer that the hijacking-extortion was committed for mon-

ey and "because it was fun."

The newspaper, staffed primarily by persons in their 20s, said it agreed to buy the interview after the anonymous reporter showed a photograph of a \$20 bill which had a serial number identified as among those in the marked bundle of \$20 bills given to "Cooper."

Of the agreement to buy the transcript, the Flag remarked:

"It stated that under no conditions could we divulge our sources, that we were not allowed to print the interview before the 1st of May, that after transcriptions the tape must be destroyed, in addition we agreed not to cooperate in any way with local police authorities."

(Indicate page, name of newspaper, city and state.)

P. 6

The Columbian
Vancouver, Wn.

Sub-E

Date: 5/2/72

Edition:

Author: Jack R. Campbell

Editor:

Title: NORJAK

Character:

or

164-81

Classification:

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MAY 8 1972
FBI-SEATTLE

DB Cooper 22395

(Mount Clipping in Space Below)

Seattle Publication Claims Taped 'Cooper' Interview

A central figure in the local investigation of the "D. B. Cooper" case met for more than one hour this morning with his attorney.

William "Jack" Lewis, 32-year-old Seabeck land developer,

entered the office of Curtis Coons, 509 4th Street, at 9:09 a.m. and emerged at 10:27 a.m.

Lewis entered the attorney's office alone. His father, William "Bill" Lewis, arrived there at 9:24 a.m. The two left together.

Last week Lewis said the FBI had warned him of his constitutional rights after questioning him several times. He said Wednesday night that he was waiting for Coons to return from California and that the FBI had agreed to leave him alone until he could confer with an attorney.

FBI officials continued their silence on the matter today, and also refused to comment on a report published in a weekly called the Seattle Flag.

That publication published information it claims came from a tape recording of the skyjacker's voice.

According to the Flag's story, a man contacted the publication early this year and wanted to sell the taped interview. The man demanded \$1,000, according to the story, and offered a photo of a \$20 bill as proof. The paper said it checked with a bank and was told that the bill was one of those given to the skyjacker in the \$200,000 ransom from Northwest Airlines.

The Flag's story claims that the paper had to agree that "under no conditions could we divulge our source, that we were not allowed to print the interview before the first of May, that after transcription the tape must be destroyed . . . in addition we agreed not to cooperate in any way with local police authorities."

The interview with Cooper was alleged to have taken place in the Seattle area in March.

(Indicate page, name of newspaper, city and state.)

P.1

Bremerton Sun
Bremerton, Wn.

*Sub-406
So Flag*

Date: 5/1/72

Edition:

Author:

Editor:

Title: NORJAK

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Submitting Office: Seattle

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MAY 8 1972	
FBI-SEATTLE	

DB Cooper-22396

(Mount Clipping in Space Below)

Lake a possibility in hijacker search

J. Earl Milnes, special agent in charge of the Seattle office of the Federal Bureau of Investigation, would not comment today on the possibility of having divers search Lake Merwin, Clark County, for "D. B. Cooper," airplane hijacker.

Army men last week ended an 18-day ground search of a 10-square-mile area into which it was believed the hijacker might have parachuted with \$200,000 last November 24.

Maj. Warren Shiroma, operations officer for the search, said, "Either he got away alive or he's at the bottom of the lake, or the F. B. I. calculations of where

he jumped aren't correct. But I have no doubt that this is where he dropped."

Observers in eight Army helicopters checked every broken tree top.

Shiroma said it would be a staggering project to search the bottom of the lake, which is 12 miles long and 300 feet deep.

Milnes and Stan Pitkin, United States attorney for Western Washington, would not comment on a purported interview with "D. B. Cooper" published in The Seattle Flag, biweekly newspaper.

The Flag said it paid \$1,000 to transcribe a tape recording of the purported interview.

(Indicate page, name of newspaper, city and state.)

p.D13 Seattle Times
Seattle, Wash.

Date: 5/1/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

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MAY 4 1972	
FBI—SEATTLE	

DB Cooper-22397

(Mount Clipping in Space Below)

Lewis Maintains Position On 'D.B. Cooper' Case

By DENISE KALETTE
Sun Staff Writer

William "Jack" Lewis, who has been repeatedly questioned by the FBI in connection with a federal investigation of the "D. B. Cooper" hijacking case, said today that his "whole supposition remains the same." "But," Lewis added, "there's no way in the world I'll be able to contact this guy" at the present.

Lewis said he feels he may know who the hijacker is, "but I've got no proof and until I have proof I can't name anybody."

That hijacking of a Boeing 727 took place Nov. 24 and netted a skyjacker \$200,000. The skyjacker parachuted from the plane after it took off from Seattle, headed toward Reno.

Lewis said he would be sitting in the office of his attorney, Curtis Coons, at 9:30 a.m. Monday.

Coons has been in California, and he has not been in contact with him recently, he said.

"When he gets back to his office, I will sit down and try to explain the whole thing to him," Lewis said. "I don't really know what to do until I talk to my attorney."

Lewis, who has been in contact with other news media this week, said he is "talking to the press" because "I want them to take my comments and not suppositions on what the FBI is talking to me about."

He said FBI officials "went through each long distance call I've ever made in the last six

months." They have been questioning friends and associates of his, also, Lewis said.

He said the Seattle businessman questioned this week was a friend of his. "They drug him out of a restaurant in the middle of a meal and drug him in for questioning. The guy had nothing to do with it."

"Well, hell, if this guy (Cooper) ever was gonna give me a handful of money to invest for him, Christ, now he never will. He'll be out to Timbuktu by now and I don't blame him if he is." Lewis said FBI officials informed him of his rights Wednesday, and that they have not questioned him since.

(Indicate page, name of newspaper, city and state.)

P.1

The Bremerton Sun
Bremerton, Wn.



b6
b7c

Date: 4/29/72

Edition:

Author: Denise Kalette

Editor: Gene Gisley

Title: NORJAK

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DB Cooper-22398

(Mount Clipping in Space Below)

Search For 'D.B. Cooper' Appears Centered Here



This sketch of skyjacker "D. B. Cooper" has been circulated throughout the nation by the Federal Bureau of Investigation.

By DENISE KALETTE
and OREN CAMPBELL
of The Sun Staff

The search for skyjacker "D. B. Cooper" apparently is centered this week in the Bremerton area.

Agents for the Federal Bureau of Investigation are visiting downtown businesses asking for help in identifying some photographs of a man they believe resembles the hijacker-parachutist who collected \$200,000 ransom last Thanksgiving eve from Northwest Airlines officials in Seattle.

At least one of the photographs appeared to be taken in downtown Bremerton.

That photo — of a man with stylish long, dark hair — apparently was taken on the sidewalk in front of L. H. King Imports, a wig store at 427 Pacific Avenue.

A spokesman for that store said FBI agents told them the photo was received in the mail last week from an unidentified tipster. The spokesman said employees were told that the man in the photo might be D. B. Cooper.

J. Earl Milnes, agent in charge of the Seattle office of the FBI, declined to make

(Indicate page, name of newspaper, city and state.)

P. 1

Bremerton Sun
Bremerton, Wn.

b6
b7C

Date: 4/28/72

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Author: Denise Kalette

Editor: Oren Campbell

Title: Gene Gisley
NORJAK

Character:

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MAY 4 1972	
FBI - SEATTLE	

DB Cooper-22399

any statement about the FBI investigation here.

But Milnes told the Associated Press in Seattle today that Army units from Ft. Lewis have been pulled out of the area southeast of Woodland in the Merwin Dam vicinity, where a search for clues in the Cooper case has been conducted.

"We don't have a mass of men there any longer but we are still working on it," Milnes said.

He declined to tell the AP whether any evidence has been found in the investigation.

The search in southwestern Washington was resumed last month. Authorities said none of the marked currency given the hijacker had turned up.

Mrs. David (Joy) Jenson, manager at King Imports, said four FBI agents have been to the store three days this week.

She said she was shown two photos. One day she said she was shown a photo of a man without the wig and another day she was shown a photo of a man with a wig.

She said the man in the photos looked familiar. "It was just a man that if I saw him I'd recognize him."

Mrs. Jenson said she remembered when

the photos were taken "a couple of months ago." Three men came in at that time, she said.

She remembered that the man in the photo tried on wigs because "he was irritating in a way and they spent an hour trying different colors and styles and then they didn't buy."

Mrs. Jenson said it was unusual that three men would spend so much time in the wig shop.

Photos were taken just in front of the shop, she said. "They kept running in and out and trying different ones on," she said.

In addition to seeking the identity of the man in the photos, the FBI is questioning William "Jack" Lewis, 32, of Seavue Estates near Seabeck.

Lewis, who told The Sun he believes he might know the identity of the skyjacker, said he has been visited by FBI agents "at least eight times" since last Saturday.

"I've seen seven or eight agents," he said.

Lewis reportedly has declined to tell the FBI who he thinks the skyjacker is. He contends that he has no proof.

A one-time assistant city engineer in Bremerton (for several months in 1970)

Lewis said agents visited him at his home last night and informed him of his rights. He said they agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

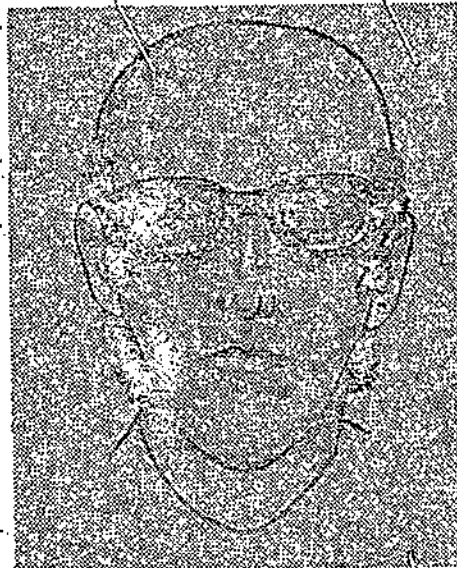
Speaking to The Sun by telephone, Lewis acknowledged that his telephone might be wiretapped.

"I've spoken to Northwest Bell and I know how it's being tapped," Lewis commented. He said telephone officials didn't admit the wiretapping, but they told him about wiretapping procedures and informed him what wiretap evidence is admissible in court.

FBI agents have asked Lewis not to speak with "certain persons" about the questioning, he said, but they didn't say he shouldn't speak with the press . . . or with the man he thinks may have committed the crime.

Lewis is a part-owner of Perl's Dance Pavilion, is a land developer in partnership with his father, William B. Lewis of Seabeck, and says he is a representative of a firm called World Wide Engineering. That firm, Lewis said, markets — among

(Continued on Page 2, Col. 1)



This sketch, by Sun staff artist Doug Richards, is similar to a photo being shown by FBI agents to persons in some downtown Bremerton businesses.

FBI Skyjacker Search Appears Centered Here

(Continued from Page 1)
other things—a device for tapping telephone lines.

Lewis also describes himself as a freelance civil engineer. He formerly worked as project engineer for several heavy construction jobs.

Lewis insists that the man pictured in the photos shown to him by the FBI is not the man he believes to be "Cooper."

In addition to the photo of a man with the long hair—possibly a wig, FBI agents are showing photos of a man with the same facial features—with hair only on the sides of his head and in back—With a cap and heavy coat pulled around his face.

Several other downtown businesses reported that FBI agents paid visits this week.

Mrs. Georgia Ambler, a cashier at Pay Less Drug Store, across the street from King Imports, said an FBI agent came to the store this week and showed her a photo, too.

She said the man in wig and dark glasses looked familiar, but she did not know his name.

At Simpson's Barber Shop, where an FBI agent came Tuesday, Tom Phillips reported he was shown two photos. He was under the impression one photo showed a partly bald man with hair combed forward to cover the baldness, he said.

The man in the photo "looked real familiar" he said.

Jay D. Simpson told The Sun the agent did not say what they were investigating, but asked "if I recognized the fellow in the picture, if I'd ever seen him before."

Simpson said he did not know the man. "In the picture he showed us, he told us

the man was completely bald and when the picture was taken he had a wig on," he said.

A customer who was in the barber shop at the time, Dennis A. Smith, co-owner of The Apothecary Shop, said today he remembers the FBI agent's visit.

"Both barbers said he (the man photographed) looked real familiar but they couldn't place him."

"Stephanie Wahi next door at L. H. King Imports told me they were looking for D. B. Cooper," he said.

"Apparently they're hitting all the barber shops and wig shops," Smith said.

The skyjacking occurred last Nov. 24 on a flight from Portland to Seattle.

The FBI, in a circular to law enforcement agencies, listed "Cooper" as being white, male, in his mid-40s, 5-foot-10 to 6-foot, 170-180 pounds, average to well-built, with an olive complexion, medium smooth and a Latin appearance.

The circular said he had dark brown or black hair, normal style, parted on the left and combed back, with sideburns at low ear level.

Other details from the circular included:

"Eyes: Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims."

"Voice: Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S."

"Characteristic: Heavy smoke of Raleigh filter tip cigarettes."

"Wearing apparel: Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes."

(Mount Clipping in Space Below)

Skyjacking Probe Continues In Area

By DENISE KALETTE
Sun Staff Writer

Federal investigation into the case of the elusive "D. B. Cooper" continued in the Bremerton area today with reports of questioning by FBI agents from at least three more businesses.

A Seattle resident also reportedly has been questioned.

Cooper was the name used by a man who hijacked a Northwest Airlines Boeing 727 last Nov. 24, parachuting from the plane somewhere between Seattle and Reno with \$200,000 in extorted cash.

FBI agents have been questioning local businessmen and residents recently in connection with the skyjacking, and showing photos to those questioned for possible identification.

At the Melody Lane Restaurant, em-

ployes indicated this morning that agents from the Federal Bureau of Investigation have been there nearly every day this week, showing photos and asking questions.

A cook at the restaurant, Mrs. Mary Jeffries, said she was shown three glossy photos, and that she thought she recognized one of the men photographed.

But, she said, "it would not be fair" to identify him publicly.

A car used by FBI officials was parked at the restaurant about 5 p.m. yesterday, and employes said agents had been in at least twice during the day.

J. Earl Milnes, agent in charge of the Seattle FBI office, said today that he has been "badgered by the press" but declined comment on whether pursuit of the hijacking case in Kitsap County had turned up significant new leads or whether a suspect was being held.

A Seattle resident reportedly has been questioned by the FBI several times since Saturday night, according to one source.

The man reportedly was told that someone had accused him of being the skyjacker. Later, FBI agents allegedly informed the man he was no longer a suspect in the case, according to the source, who said he has been in contact with the FBI.

The Seattle man was located Saturday night at a Seattle restaurant and taken to the Federal Building for interrogation and to be photographed, according to the source.

One informed source told The Sun that the FBI definitely has narrowed its

(Continued on Page 2, Col. 2)

(Indicate page, name of newspaper, city and state.)

P.1

Bremerton Sun
Bremerton, Wn.

Date: 4/28/72

Edition:

Author: Denise Kalette

Editor: Gene Gisley

Title:

NORJAK

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FBI-SEATTLE	

DB Cooper-22402

Skyjacking Probe Continues Here

(Continued from Page 1)

search for the man in the photograph to someone who is bald headed.

Joe Davis, vice president and general manager at Casey's Ford, Inc., in Poulsbo, said three men paid a visit to his business about midday Wednesday.

Two of the men identified themselves as FBI agents, he said, but Davis added that he is not convinced the men actually were from the FBI.

"Looking back, they were very nervous. I don't think they were FBI. I think if they were, they would have approached me differently."

The men showed him photos, he said, and "They wanted to know about a yellow car with dealers plates".

The men said they wanted to speak to "Bill and Jack Lewis" Davis said. "They said they were having trouble locating them."

"I said you shouldn't have any trouble locating them, they live out at Seabeck, and Bill is home most of the time."

Jack Lewis has told the Sun he has been questioned by FBI agents "at least eight times" since last Saturday. Bill Lewis is Jack's father.

Agents also questioned employees at the Kitsap Golf and Country Club Tuesday and Wednesday and asked whether they could identify photographs, employees said.

Mrs. Elmer (Jerry) Driver, a bartender at the club, said an FBI man showed her three photographs about lunchtime Wednesday. The first two showed a man in dark glasses, with a wig and a tam, a type of cap, on his head, and a photo of a bald man.

That photo was similar to one that appeared in The Sun yesterday, she said.

"I didn't recognize the man. The FBI agent thought he might have been in the club," she said. "I said, 'but this is a private club'" she continued. The agent told her the man "might have come in as a guest" and that he was merely "checking all the angles". But the agent did not say what he was checking, or who he was looking for, she said.

The agent showed her a third picture of a younger man with dark hair and a dark beard "that just barely outlined his face". She did not know that man either, she said, but the agent "did not seem too concerned. He seemed to know who this other person in the third picture is," Mrs. Driver said.

Other employees said they were shown photos too, but did not recognize those pictured.

(Mount Clipping in Space Below)

2-Bremerton Men Queried in Hijack

A Bremerton-area land developer said yesterday that he and a friend have been questioned in connection with the "D. B. Cooper" hijacking of a Northwest Airlines plane last Thanksgiving eve.

The hijacker was thought to have parachuted from the plane somewhere in Clark County with \$200,000 extorted from the airline after he had commanded the pilot to fly from Seattle to Reno.

William "Jack" Lewis, of Seabeck, the land developer who is also a freelance engineer, said the FBI first talked to him last Saturday after he ran a

gimmick newspaper advertisement promoting his development and addressed to "D. B. Cooper," the name used by the hijacker.

Lewis said FBI agents have also talked to a friend of his who resembles Coop-

Heves is not the hijacker.

Lewis said last January he told the Bremerton Sun he thought he knew who the hijacker was.

It was not the friend questioned by the FBI, he said.

The FBI declined comment on Lewis' statement that he and his friend had been questioned.

(Indicate page, name of newspaper, city and state.)

p.A15 Seattle Post-Intelligencer
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FBI—SEATTLE	

(Mount Clipping in Space Below)

Lewis Maintains Position On 'D.B. Cooper' Case

By DENISE KALETTE

Sun Staff Writer

William "Jack" Lewis, who has been repeatedly questioned by the FBI in connection with a federal investigation of the "D. B. Cooper" hijacking case, said today that his "whole supposition remains the same."

"But," Lewis added, "there's no way in the world I'll be able to contact this guy" at the present.

Lewis said he feels he may know who the hijacker is, "but I've got no proof and until I have proof I can't name anybody."

That hijacking of a Boeing 727 took place Nov. 24 and netted a skyjacker \$200,000. The skyjacker parachuted from the plane after it took off from Seattle, headed toward Reno.

Lewis said he would be sitting in the office of his attorney, Curtis Coons, at 9:30 a.m. Monday.

Coons has been in California, and he has not been in contact with him recently, he said.

"When he gets back to his office, I will sit down and try to explain the whole thing to him," Lewis said. "I don't really know what to do until I talk to my attorney."

Lewis, who has been in contact with other news media this week, said he is "talking to the press" because "I want them to take my comments and not suppositions on what the FBI is talking to me about."

He said FBI officials "went through each long distance call I've ever made in the last six

months." They have been questioning friends and associates of his, also, Lewis said.

He said the Seattle businessman questioned this week was a friend of his. "They drug him out of a restaurant in the middle of a meal and drug him in for questioning. The guy had nothing to do with it."

"Well, hell, if this guy (Cooper) ever was gonna give me a handful of money to invest for him, Christ, now he never will. He'll be out to Timbuktu by now and I don't blame him if he is."

Lewis said FBI officials informed him of his rights Wednesday, and that they have not questioned him since.

(Indicate page, name of newspaper, city and state.)

p.1 Bremerton Sun
Bremerton, Wash.

b6
b7c

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DB Cooper-22405

(Mount Clipping in Space Below)

Man sent to San Diego on pot charge

Dennis Leo McLaren, arrested here this week, was ordered returned yesterday to San Diego to face charges involving the smuggling of marijuana into the country from Mexico.

United States Magistrate Alan Froelich also ordered McLaren to continue to be held under \$50,000 bail. Federal authorities said McLaren took part in a marijuana-smuggling ring formerly centered in San Diego.

McLaren also faces charges of failing to appear for trial and for jumping bail.

(Indicate page, name of newspaper, city and state.)

p.A6 Seattle Times
Seattle, Wash.

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Author:
Editor: Henry McLeod
Title:

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FBI-SEATTLE	

DB Cooper-22406

(Mount Clipping in Space Below)

Bremerton man probes 'Cooper case'

By DEE NORTON

William (Jack) Lewis, a Bremerton dance-hall operator, who has been interviewed by federal agents about the "D. B. Cooper" hijacking November 24, said today he wishes he never had begun investigating the hijacking on his own.

Lewis, 32, Seabeck, who also works as a free-lance engineer, said that as many as four Federal Bureau of Investigation agents interviewed him eight times between Saturday morning and Wednesday, asking about the man who ransomed a Northwest Airlines 727 for \$200,000.

The interviews ended, Lewis said, when the agents informed him of his constitutional rights and he said he wanted an attorney present during the questioning.

LEWIS SAID he has investigated the hijacking in hopes of collecting a \$10,000 reward. In January he in-

cluded Cooper's name in an advertisement to sell some property, he said.

Response to the advertisement started him on a "better theory than what the B. I. has been doing," Lewis said.

"I have cooperated with

the F. B. I. but now I just want to forget the whole thing," he said. "A friend who looks like Cooper but who I'm sure is not was pulled away from his dinner table and treated very un-gentlemanly and I have lost a friend. I'm sure he'll never

talk to me again. Lewis would not identify the friend today or say where the friend lives.

LEWIS SAID F. B. I. agents showed him photographs of an unidentified man in a wig standing in

front of a Bremerton wig store. The photographs were mailed anonymously to the F. B. I.

"No way is the real Cooper going to stand in a plainly identifiable background and have his picture taken," Lewis said.

Mrs. Joy Jensen, wig-store manager, has told agents the man in the photo spent an hour in the store about three months ago, tried on several wigs but bought nothing. The Bremerton Sun reported.

Lewis said he will meet with agents Monday when his attorney, Curtis Goons, returns from California. He expect to be called before the grand jury now, he said. "I just want to forget the whole thing."

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Seattle, Wash.

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DB Cooper-22407

(Mount Clipping in Space Below)

Search For 'D.B. Cooper' Appears Centered Here

By DENISE KALETTE
and OREN CAMPBELL
of The Sun Staff

The search for skyjacker "D. B. Cooper" apparently is centered this week in the Bremerton area.

Agents for the Federal Bureau of Investigation are visiting downtown businesses asking for help in identifying some photographs of a man they believe resembles the hijacker-parachutist who collected \$200,000 ransom last Thanksgiving eve from Northwest Airlines officials in Seattle.

At least one of the photographs appeared to be taken in downtown Bremerton.

That photo — of a man with stylish long, dark hair — apparently was taken on the sidewalk in front of L. H. King Imports, a wig store at 427 Pacific Avenue.

A spokesman for that store said FBI agents told them the photo was received in the mail last week from an unidentified tipster. The spokesman said employees were told that the man in the photo might be D. B. Cooper.

J. Earl Milnes, agent in charge of the Seattle office of the FBI, declined to make

any statement about the FBI investigation here.

But Milnes told the Associated Press in Seattle today that Army units from Ft. Lewis have been pulled out of the area southeast of Woodland in the Merwin Dam vicinity, where a search for clues in the Cooper case has been conducted.

"We don't have a mass of men there any longer but we are still working on it," Milnes said.

He declined to tell the AP whether any evidence has been found in the investigation.

The search in southwestern Washington was resumed last month. Authorities said none of the marked currency given the hijacker had turned up.

Mrs. David (Joy) Jensen, manager at King Imports, said four FBI agents have been to the store three days this week.

She said she was shown two photos. One day she said she was shown a photo of a man without the wig and another day she was shown a photo of a man with a wig.

She said the man in the photos looked familiar. "It was just a man that if I saw him I'd recognize him."

Mrs. Jensen said she remembered when

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DB Cooper-22408

the photos were taken "a couple of months ago." Three men came in at that time, he said.

She remembered that the man in the photo tried on wigs because "he was irritating in a way and they spent an hour trying different colors and styles and then they didn't buy."

Mrs. Jensen said it was unusual that three men would spend so much time in the wig shop.

Photos were taken just in front of the shop, she said. "They kept running in and out and trying different ones on," she said.

In addition to seeking the identity of the man in the photos, the FBI is questioning William "Jack" Lewis, 32, of Seavue Estates near Seabeck.

Lewis, who told The Sun he believes he might know the identity of the skyjacker, said he has been visited by FBI agents "at least eight times" since last Saturday.

"I've seen seven or eight agents," he said.

Lewis reportedly has declined to tell the FBI who he thinks the skyjacker is. He contends that he has no proof.

A one-time assistant city engineer in Bremerton (for several months in 1970)

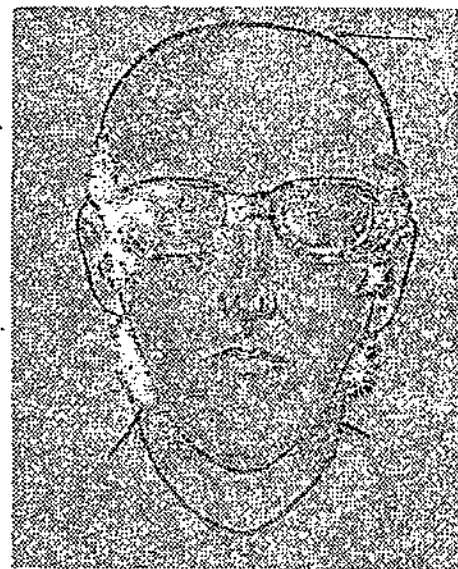
Lewis said agents visited him at his home last night and informed him of his rights. He said they agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

Speaking to The Sun by telephone, Lewis acknowledged that his telephone might be wiretapped.

"I've spoken to Northwest Bell and I know how it's being tapped," Lewis commented. He said telephone officials didn't admit the wiretapping, but they told him about wiretapping procedures and informed him what wiretap evidence is admissible in court.

FBI agents have asked Lewis not to speak with "certain persons" about the questioning, he said, but they didn't say he shouldn't speak with the press . . . or with the man he thinks may have committed the crime.

Lewis is a part-owner of Perl's Dance Pavilion, is a land developer in partnership with his father, William B. Lewis of Seabeck, and says he is a representative of a firm called World Wide Engineering. That firm, Lewis said, markets — among



This sketch, by Sun staff artist Doug Richards, is similar to a photo being shown by FBI agents to persons in some downtown Bremerton businesses.



This sketch of skyjacker "D. B. Cooper" has been circulated throughout the nation by the Federal Bureau of Investigation.

FBI Skyjacker Search Appears Centered Here

(Continued from Page 1)
other things—a device for tapping telephone lines.

Lewis also describes himself as a freelance civil engineer. He formerly worked as project engineer for several heavy construction jobs.

Lewis insists that the man pictured in the photos shown to him by the FBI is not the man he believes to be "Cooper."

In addition to the photo of a man with the long hair—possibly a wig, FBI agents are showing photos of a man with the same facial features—with hair only on the sides of his head and in back—With a cap and heavy coat pulled around his face.

Several other downtown businesses reported that FBI agents paid visits this week.

Mrs. Georgia Ambler, a cashier at Pay Less Drug Store, across the street from King Imports, said an FBI agent came to the store this week and showed her a photo, too.

She said the man in wig and dark glasses looked familiar, but she did not know his name.

At Simpson's Barber Shop, where an FBI agent came Tuesday, Tom Phillips reported he was shown two photos. He was under the impression one photo showed a partly bald man with hair combed forward to cover the baldness, he said.

The man in the photo "looked real familiar" he said.

Jay D. Simpson told The Sun the agent did not say what they were investigating, but asked, "if I recognized the fellow in the picture, if I'd ever seen him before."

Simpson said he did not know the man. "In the picture he showed us, he told us

the man was completely bald and when the picture was taken he had a wig on," he said.

A customer who was in the barber shop at the time, Dennis A. Smith, co-owner of The Apothecary Shop, said today he remembers the FBI agent's visit.

"Both barbers said he (the man photographed) looked real familiar but they couldn't place him."

"Stephanie Wahl next door at L. H. King Imports told me they were looking for D. B. Cooper," he said.

"Apparently they're hitting all the barber shops and wig shops," Smith said.

The skyjacking occurred last Nov. 24 on a flight from Portland to Seattle.

The FBI, in a circular to law enforcement agencies, listed "Cooper" as being white, male, in his mid-40s, 5-foot-10 to 6-foot, 170-180 pounds, average to well-built, with an olive complexion, medium smooth and a Latin appearance.

The circular said he had dark brown or black hair, normal style, parted on the left and combed back, with sideburns at low ear level.

Other details from the circular included:

"Eyes: Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims.

"Voice: Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S.

"Characteristic: Heavy smoker of Raleigh filter tip cigarettes.

"Wearing apparel: Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes."

(Mount Clipping in Space Below)

SUB-C

FBI moves fast on hijackers

Quick apprehension of the suspects in two back-to-back airplane hijackings over the weekend is new confirmation of the continuing effectiveness of the Federal Bureau of Investigation. Likewise, yesterday's thwarting of a half-hearted amateurish attempt at the Portland airport.

More than that, it is a gratifying demonstration that pirating a plane and jeopardizing the lives of passengers and crew in order to extort money does not pay, D. B. Cooper notwithstanding.

Cooper remains the only fugitive who has frustrated federal agents. And none of the money he extorted has turned up. There is no evidence that he survived to spend it, but the fact that neither he nor his body has been found doubtless inspired imitators who used the same techniques. Hopefully, their failure will discourage others who now should realize that the odds are long against them.

(Indicate page, name of newspaper, city and state.)

Page 12

Bellingham Herald

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Editor: WILLARD K. FOWLER

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DB Cooper-22411

(Mount Clipping in Space Below)

SUB- C

Air desperados face long odds

It doesn't pay to imitate "D. B. Cooper." If the truth be known, it probably doesn't pay to be "D. B. Cooper," either.

Excellent work by Federal Bureau of Investigation and other law-enforcement agents resulted in the rapid arrest over the weekend of two suspects in separate extortion-parachute-hijacking escapades modeled on the exploits of "D. B. Cooper," who parachuted out of a hijacked airliner with \$200,000 Thanksgiving Eve after ordering the plane to fly from Seattle to Reno.

Of the eight parachute-hijacking attempts, only the "Cooper" case is listed as unsolved. And

he might well have met his fate in the Southwest Washington wilderness. At least, not any of the marked bills he received as ransom have turned up.

Thought is being given in Congress to prohibiting airlines from making ransom payments to hijackers. We doubt that any such law could be made workable.

In any event, good law-enforcement work such as that displayed in the recent Utah and California hijacking escapades ought to have a stronger deterrent effect than any additional legislation — that and stern dealing by the courts with all convicted hijackers.

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DB Cooper-22412

(Mount Clipping in Space Below)

b6
b7c

'Cooper' Hijack Link Studied

Associated Press

The FBI said yesterday it is "considering" the possibility that the hijacker who bailed out of an airliner with \$500,000 late Friday might be the same man as "D. B. Cooper" who pulled a similar escapade last November.

A massive search for the latest hijacker—who parachuted from a United Airlines 727 jetliner after leaving San Francisco—was conducted in the Provo, Utah, area yesterday. But the search had all but ended last night after a local official reported a suspect has been identified but not apprehended.

Meanwhile, the search was continuing in the Woodland, Wash., area for the mysterious Cooper, who parachuted Thanksgiving Eve from a Northwest Airlines 727 jetliner with \$200,000.

The FBI at Las Vegas said the possibility that the United hijacker might be the same man who used the D. B. Cooper name was "under consideration."

He said there was "always a possibility" that the two might be the same, but added that there was no evidence at this time to indicate the possibility was true.

In Salt Lake City, FBI agent in-charge

(Indicate page, name of newspaper, city and state.)

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DB Cooper-22413

Russell Calame said only, "You'd have to look at the general data on each of them and reach your own conclusion."

The Federal Aviation Administration said, "How would we know?" and a United spokesman said he wouldn't dare speculate.

Cooper was described as a man in his 40s and the United hijacker has been described as in his 20s.

The United hijacker was identified on the plane's passenger list only as "T. Johnson."

FBI agents said that a search by 200 persons around the Provo lake country had turned up no trace of Johnson.

The FBI refused to comment on the possibility of another search in another location.

"We are investigating, searching and following up leads," said Calame. He refused to deny or confirm a report by Provo Police Chief Jesse Evans that a "possible suspect" had been identified, but not apprehended.

In Los Angeles, meanwhile, the pilot of the United Air Lines 727 said he believes the hijacker may be a pilot.

"I would say he had an excellent knowledge of parachutes and airplanes," said Capt. Gerry Hearn.

He said the man sent specific instructions to the cockpit and "the flight plan was similar to what we ourselves prepared."

The pilot also said the hijacker may have merely discarded four parachutes furnished by the airline and escaped in a chute carried aboard in his luggage. Hearn said the airline's parachutes were equipped with electronic tracing devices.

Rumors circulated that the hijacker was picked up by a waiting helicopter, but the FBI would not confirm or deny the report.

The hijacker cool and methodical as he passed his commands on handwritten notes carried by stewardesses to the pilot, took over the plane on a flight from Newark, N.J., to Los Angeles.

He allowed 85 passengers, a stewardess and four United officials to leave in San Francisco after receiving \$500,000 and four parachutes.

The November hijacker, known as Cooper, took over the Northwest airliner shortly after it left Port-

land en route to Seattle. He demanded \$200,000 and four parachutes.

The passengers were allowed to leave the plane at Seattle. The money and parachutes were turned over to the hijacker and he ordered the crew to fly to Reno, Nev.

When the plane arrived at Reno, the skyjacker, the money and two parachutes were gone.

Authorities theorized the man parachuted over rugged southwestern Washington country, and a search was carried out for nearly two weeks.

The search was resumed about two weeks ago, called off at Easter and then reinstituted Friday.

The FBI has had little comment on the search for Cooper, but an Army spokesman earlier said he thought it might be the result of "negative reaction."

He explained that because none of the marked bills used as ransom money had turned up, law enforcement authorities apparently believe Cooper may have been killed when he jumped from the Boeing 727 jetliner.

The first attempted parachute skyjacking occurred last Nov. 12. It ended in failure when a member of the crew of an Air Canada jet subdued a man who had demanded money and parachutes which were delivered at the Great Falls, Mont., airport. The skyjacker was struck on the head with a fire ax as he was strapping on his parachute.

In all, seven persons have used the modus operandi in the quest for instant wealth. Only Cooper and Johnson are still at large.

(Mount Clipping in Space Below)

Sub E

Troops Search For Skyjacker

WOODLAND, Cowlitz County — (AP) — Army troops were back on the job yesterday helping the FBI search the area around Lake Merwin for a skyjacker who commandeered a jetliner last Thanksgiving Eve.

An Army spokesman said about 200 troops of the 3rd Armored Cavalry Regiment were helping search for a hijacker who gave his name as D. B. Cooper.

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DB Cooper-22415

(Mount Clipping in Space Below)

SUB E,

Army rejoins hunt for air hijacker

WOODLAND, Cowlitz County — (AP) — Army troops were back on the job today, helping the Federal Bureau of Investigation search the area around Lake Merwin for a skyjacker who commandeered a jetliner last Thanksgiving Eve.

An Army spokesman said about 200 troops of the 3rd Armored Cavalry Regiment were helping search for a hijacker who gave his name as D. B. Cooper.

The skyjacker took over an airliner on a flight from Portland to Seattle. He is believed to have parachuted over Southwest Washington.

The troops on hand today made up "Essentially the same task force that was down the re" when the search was resumed recently, an Army spokesman at Fort Lewis, where the troops are stationed, said.

(Indicate page, name of newspaper, city and state.)

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DB Cooper-22416

(Mount Clipping in Space Below)

Sub B.

Body Of Slain Girl Identified

VANCOUVER, Wash. — (UPI) — A young woman whose body was found in a cistern at an old grist mill in Clark County last week was identified yesterday as Barbara Ann Derry, 18, of Goldendale.

The girl had been stabbed to death and her body thrown into the 20-foot-high cistern. The body was found last Wednesday by two women searching for old bottles.

No one has been arrested in connection with the death, Clark County Sheriff Gene Gotton said yesterday.

(Indicate page, name of newspaper, city and state.)

p.A5 Seattle Post-Intelligencer
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DB Cooper-22417

Skyjacker Inspiration for T-Shirt

PORTLAND, Ore. (UPI) — "D. B. Cooper, where are you?" says the latest T-shirt inscriptions sported by youngsters in Oregon as the search for a parachuting hijacker and his \$200,000 ransom continues without results.

"D. B. Cooper," or whoever he was, hijacked a Northwest Airlines jetliner on Thanksgiving eve. He parachuted into the black night and anonymity somewhere over the rugged mountains between Seattle, Wash., and Reno, Nev.

The FBI said Thursday there was "nothing pertinent or particularly encouraging" in the hunt. He gave his name as "D. B. Cooper" when he purchased a ticket at Portland the night of the hijacking.

He collected his ransom with a bomb threat as the plane flew to Seattle. Then he allowed the passengers to disembark and he disappeared out the aircraft's back entrance as it flew toward Nevada.

Newspapers in the Pacific Northwest have received letters purportedly signed by Cooper, but authorities would not comment on whether they are really from the hijacker.

SUB B

164-81-Sub B

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FBI — SEATTLE	

(Mount Clipping in Space Below)

Woman's body found in search for D.B. Cooper

Sub B

By ED GROSSWILER
Associated Press Writer

WOODLAND, Wash. (AP) — Authorities attempted Thursday to identify the body of a young woman found in the area of an intensive search for D. B. Cooper, the man believed to have parachuted from a hijacked jetliner with \$200,000 ransom four months ago.

The woman's body was found Wednesday afternoon by a woman who was looking for old bottles at the historic Grist Mill northeast of Woodland. Clark County Sheriff Eugene Cotten said the body was found at the base of a silo inside the mill. An autopsy was performed Wednesday night and fingerprints taken to aid identification.

Cotten would not speculate on the cause of death. The body was partially disrobed when discovered.

No reports

The sheriff said he had no reports of missing persons whose description would match the body.

The Grist Mill is near where the body of Cynthia Glass, 25, a Portland grocery clerk was found several weeks ago. She had been abducted from the store where she worked and shot to death. Portland police have been working with authorities in Texas, Colorado and Utah where similar slayings of store clerks have taken place in the past six months.

The discovery of the body at

Wanted the FBI until it was determined the body was that of a woman.

The FBI, assisted by Army troops and helicopters, has been conducting a renewed search for the hijacker.

The man known as Cooper took over a Portland-Seattle Northwest Airlines jet last November. After ordering it to land in Seattle he demanded \$200,000 and four parachutes. He ordered the plane to fly to Reno, Nev. but when it arrived the man, money and two parachutes were missing. Authorities theorize he parachuted over southwest Washington.

(Indicate page, name of newspaper, city and state.)

Page 12

Bellingham Herald

Bellingham, Wash.

Date: 3/30/72

Edition: Final

Author:

Editor: WILLIAM K. FOWL R

Title: NORJAK

Character:

or

164-81 -

Classification:

Submitting Office: Seattle *Sub B*

☐ Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 3 1972	
FBI-SEATTLE	

DB Cooper-22419

(Mount Clipping in Space Below)

Sub B

Body of woman found where troops hunt 'D. B. Cooper'

Authorities were attempting today to identify the body of a young woman found yesterday in the Clark County area where an intensive search is being conducted for the parachuting jet hijacker known as D. B. Cooper.

Initially the discovery of the body touched off rumors the hijacker had been found.

The Federal Bureau of Investigation, aided by Fort Lewis troops and Army helicopters, have been searching the area for the body or traces of the hijacker of a Northwest Orient Airlines 727 who escaped with \$200,000 last November 24.

While 200 troops have been used to comb the surrounding area, the woman's body was found by two women looking for old bottles at the historic Grist Mill northeast of Woodland. The body was at the bottom of a 20-foot shaft in the old mill.

Dr. Archie Hamilton, Clark County coroner, said the woman, in her mid or late teens, died from a single stab wound in the heart. He estimated she had been dead

three weeks or longer.

Dental casts were made to aid in identification.

Clark County Sheriff Eugene Cotten said he had no reports of missing persons whose description would match the body.

The body was partially disrobed when discovered. The girl had been wearing blue jeans and a sweatshirt.

The Grist Mill is near where the body of Cynthia Glass, 25, a Portland grocery clerk was found several weeks ago. She had been abducted from the store where she worked and shot to death.

Discovery of the body attracted the attention of the F. B. I. until it was determined it was a woman.

The F. B. I. believes the hijacker who used the name D. B. Cooper parachuted from the commandeered jet somewhere near the Clark and Cowlitz County line as the plane flew from Seattle to Reno.

(Indicate page, name of newspaper, city and state.)

p.C3 Seattle Times
Seattle, Wash.

Date: 3/30/72

Edition: Final

Author:

Editor: Henry McLeod

Title: NORJAK

Character: 164-81-
or

Classification: *Sub B*
Submitting Office: Seattle

☐ Being Investigated

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SERIALIZED	FILED
APR 5 1972	
FBI-SEATTLE	

DB Cooper-22420

(Mount Clipping in Space Below)

Sub B

Young woman's body discovered

Washington historic site yields corpse

By STEVE ERICKSON

of The Oregonian staff

WOODLAND, Wash. — The partially decomposed body of a young woman was found under a historic grist mill nine miles northeast of Woodland Wednesday in an area where widespread searching was being conducted for an airline hijacker.

Numerous Army, FBI and local police personnel and a dozen newsmen flocked to the scene before the woman's body was recovered from the bottom of a rotted wooden dry cistern. There was speculation that the body would be that of Dan Cooper, who parachuted from a jetliner last Thanksgiving eve with \$200,000 in ransom money.

The body was discovered at mid-afternoon Wednesday by Shirley Free, Carnation, Wash., and her sister, Mrs. Howard Pearson, Ridgefield, Wash., as the two were searching for old bottles. They spotted the body through rotted siding at the base of the 20-foot-high cistern, and called police. A soldier used a chain saw to cut a large hole in the cistern, and the body was removed.

It was that of a woman apparently in her mid-20s, about 5 feet, 6 to 8 inches tall, weighing some 130 pounds, with dark hair. She was wearing bell-bottom blue jeans, blue low-cut tennis shoes and a sweater or sweatshirt.

The pants had been pulled to her knees and the sweater was pulled around her neck and face. The body had blood around the mouth.

Eugene Cotton, Clark County sheriff, said the body appeared to have been in the cistern "for quite some time — possibly since before January's high water."

Cotton said he was "not aware of" any missing women in the area.

The grist mill where the body was found was built in 1876 alongside Cedar Creek.

It is less than one mile as the crow flies from the spot where the body of Cynthia Glass, Portland grocery store clerk who was kidnapped and slain last month, was found. The two locations, however, are 15 to 20 miles apart by road.

Cotton said the woman could have crawled through a flume and fallen into the cistern, or "at the lower level there is an opening where a body could have been placed in there."

A platform from which a body could have been dumped into the cistern is accessible from the mill.

Cotton said he would await results of an autopsy before concluding whether the case is a homicide.

(Indicate page, name of newspaper, city and state.)

1 THE OREGONIAN
Portland, Ore.

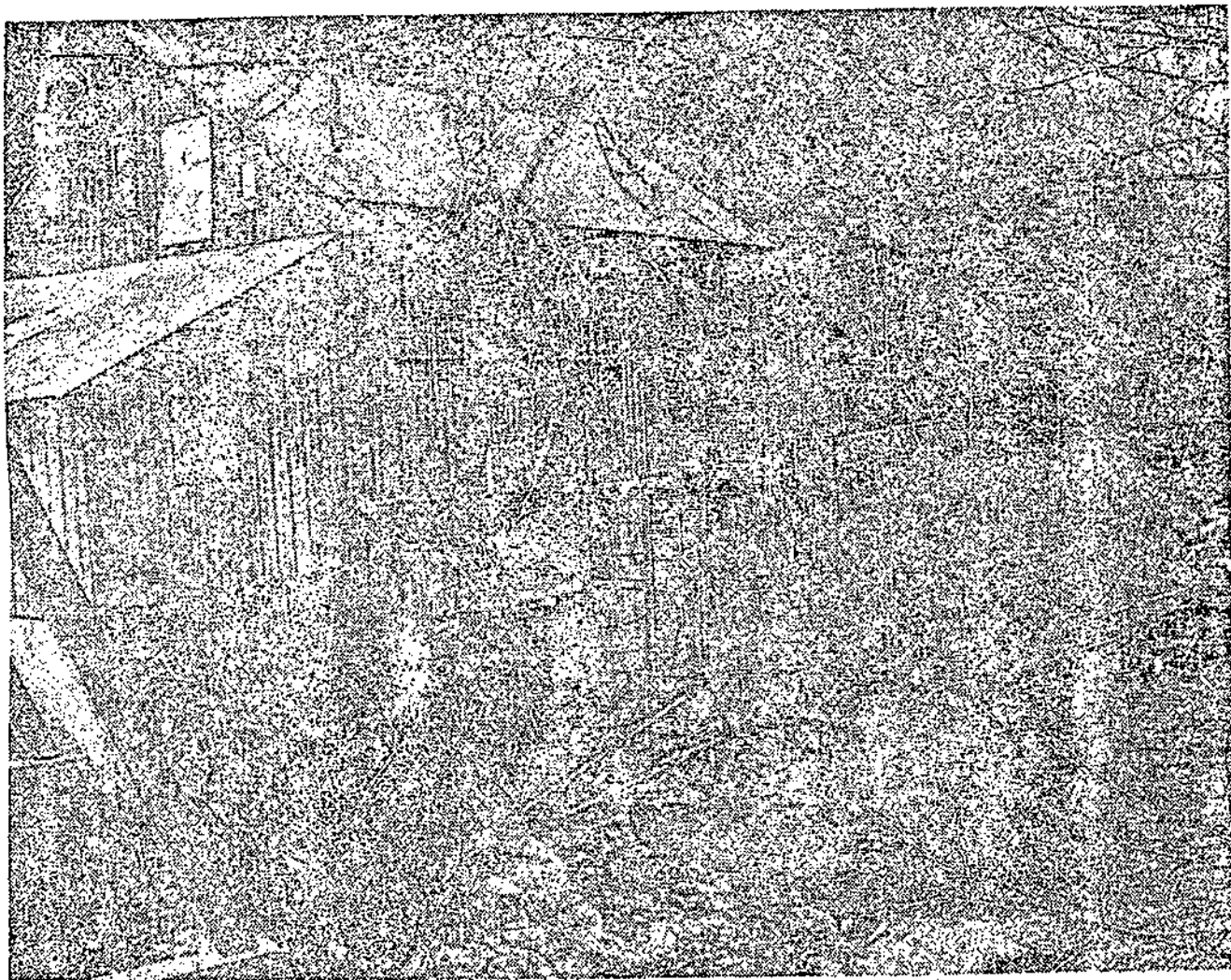
Date: 3/30/72
Edition: Sunrise
Author:
Editor:
Title: NORJAK

Character: 164-81-Sub B
or
Classification:
Submitting Office: SEATTLE
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SERIALIZED	FILED
APR 3 1972	
FBI - SEATTLE	

DB Cooper-22421



Staff Photo by Jim Vincent

BODY FOUND IN MILL — Unidentified body of young woman was found Wednesday at bottom of circular wooden cistern beneath center portion of historic grist mill some nine miles northeast of Woodland, Wash.

(Mount Clipping in Space Below)

Nobody Says, But They Must Think He's There

BY DICK CLEVER

P-I Staff

ARIEL, Cowlitz County — The FBI apparently has not changed its theory that "D. B. Cooper," the skydiving plane hijacker, bailed out of a low-flying jetliner somewhere over the area of Lake Merwin, about 16 miles east of I-5.

Aided by 200 troops and nine helicopters from Ft. Lewis, the FBI concentrated its search efforts yesterday in the hills and valleys just above and a few miles below Merwin Dam.

J. Earl Milnes, director of the FBI's Seattle office, directed the search, occasionally taking to the air

himself in an Army observation helicopter.

Amiable, as usual, and uninformative, also as usual, Milnes would only say that "this is a continuation of the search started previously."

An Army spokesman at Merwin Park, where some of the troops were bivouacked, said the 3rd Armored Cavalry is participating in the search as an "adventure exercise."

"This is great training for the men in search and rescue procedures," said Capt. Charles Markham, in response to a question about the cost of the exercise.

Officers directing troop operations

Page A-3, Column 1

From Page A-1

were equipped with maps that outlined the same area of Cowlitz and Clark counties searched last November.

The maps indicate an elongated diamond-shaped zone divided in the middle by the route the hijacked Northwest Airlines 727 followed after leaving Seattle International Airport for Reno, Nev.

FBI officials said last November that the "drop zone" for the hijacker was determined from a reading of the plane's flight tapes.

If there were any new evidence to justify the intensive renewed search, authorities weren't saying. But there was little to indicate any break in the sensational case.

In the taverns and country stores around Lake Merwin the rumors were exchanged enthusiastically.

At Nick's Tavern, in Ambur, they talked about the kid who came into the Ariel Store with one of the 10,000 twenty-dollar bills paid to "Cooper" as ransom.

"Rumors, only rumors," said the proprietress of the Ariel Store.

Gulping down fried potatoes at Nick's, a local shook his head and smiled.

"I wish I'd find the money," he said. "I'd give Cooper a decent burial."

"How!" snorted a companion. "If you saw him hanging there in the trees."

(Indicate page, name of newspaper, city and state.)

A1 SEATTLE POST-INTELLIGENCER

Seattle, Wash.

Date: 3/24/72
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
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FBI-SEATTLE	

Searched
Serialized
Indexed
Filed

DB Cooper-22423

Nobody Will Say So, But FBI Apparently Thinks Skyjacker Is Near Lake Merlin



ARMY MAJOR DIRECTED TROOPS

Had map showing search area

you'd run the other way." Another rumor was that a man chopping wood just below Merwin Dam had found one of the missing bills. And still another had

one of the "Cooper" 20s turning up in Woodland.

Milnes denied that any trace of the money has been found.

Besides, he said, "You know we don't comment on that."

Individual soldiers involved in the search said they were looking for a bundle of money, a parachute or a body.

Milnes would give no reason for the timing of the new search effort. He did say that when he visited the area three weeks ago there was still snow on the ground. That would make it especially difficult to spot a parachute.

From the conduct of the search, it appears that authorities believe "Cooper" did not survive his 10,000-foot leap from the rear exit of the jetliner.

Experienced sport chutists said, however, that it could be done. The 727, in fact, is considered the only commercial jetliner from which such a jump could be made.

Crew members of the plane, which was hijacked on a flight from Portland to Seattle, said Cooper seemed to know about the 727's capabilities.

He ordered the plane flown at 200 miles per hour and 10,000 feet — very slow and very low for a jet.

When the plane landed in Reno, "Cooper" was gone, as were two of four parachutes supplied to him by authorities.



J. EARL MILNES

FBI director

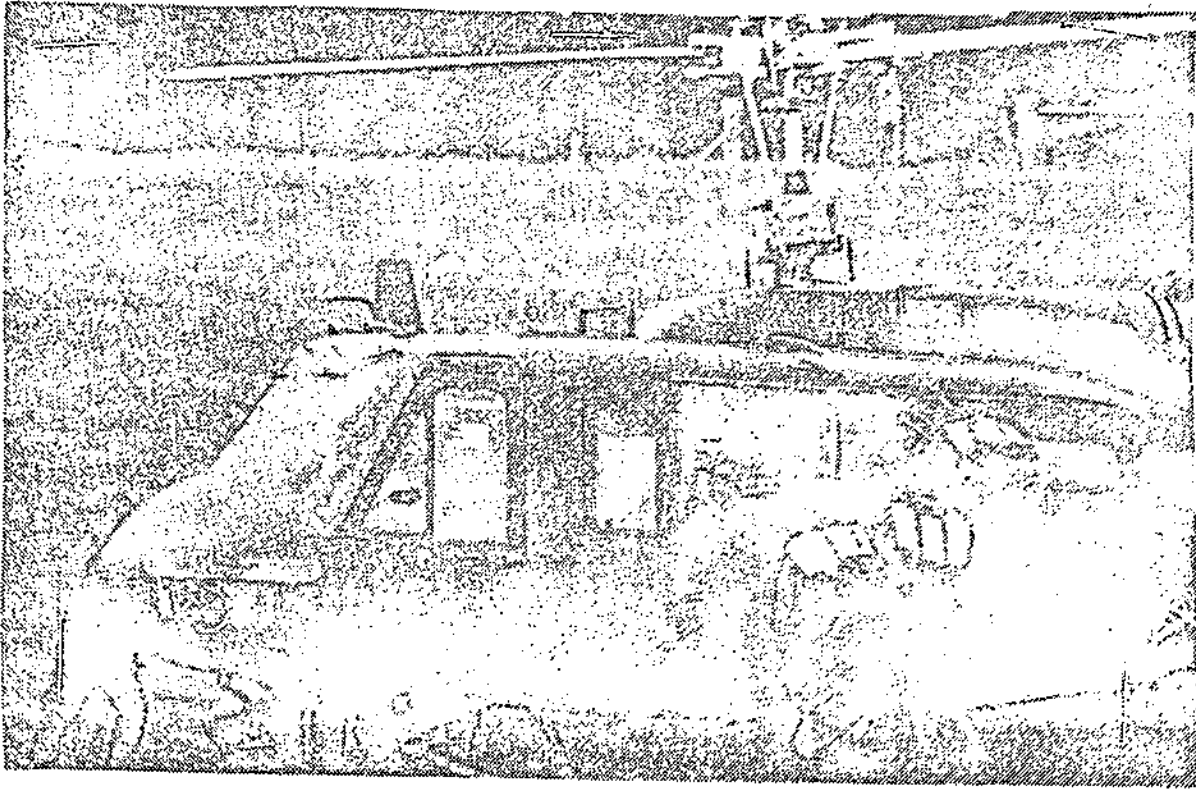
The pilot of the plane said he detected a slight change in the craft's attitude as it flew over the area of Cowlitz and Clark counties on a standard Seattle-to-Reno pattern.

And it is in that area that the search will continue. Neither Milnes nor the Army would say for how long.

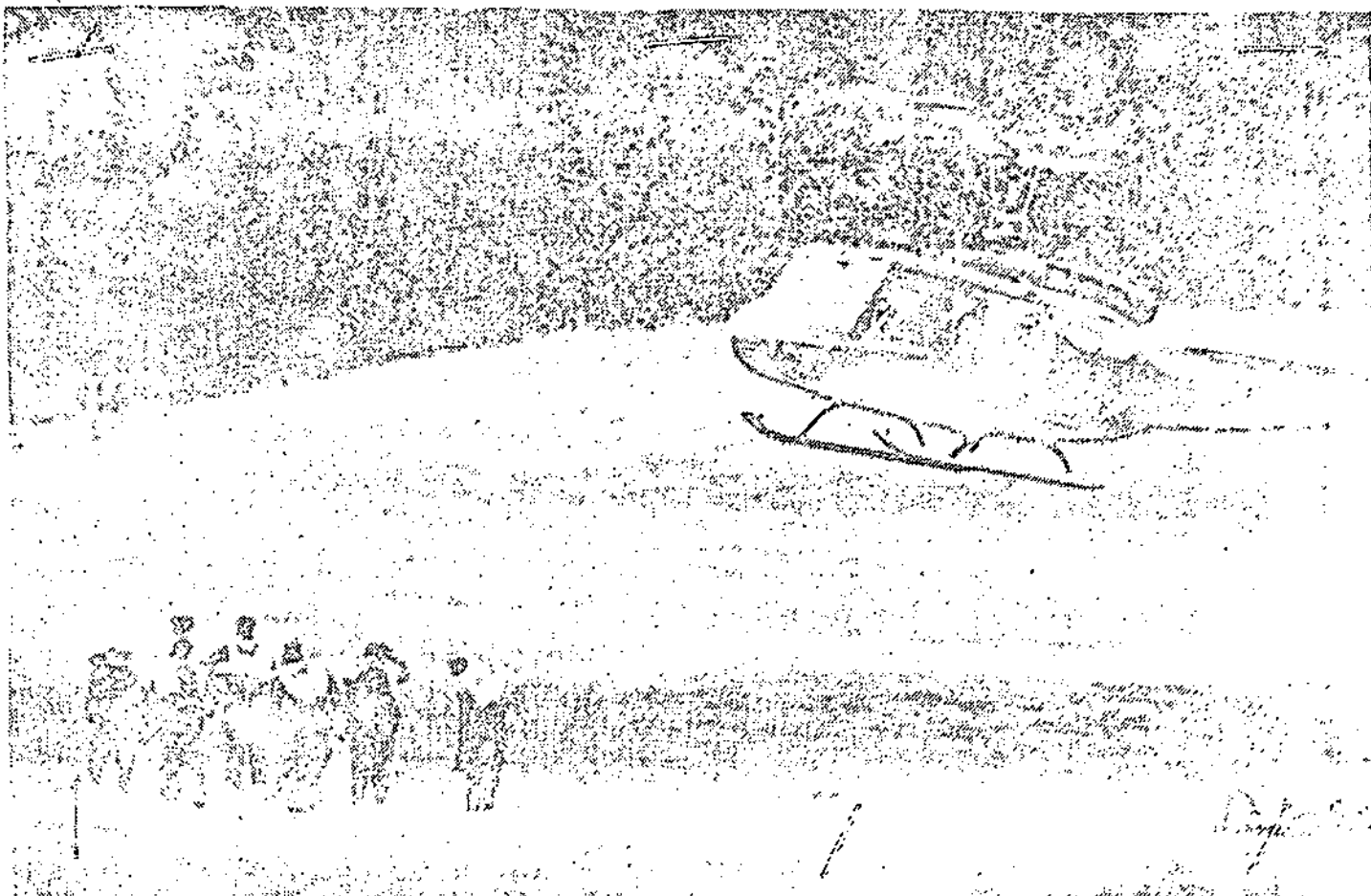
Somewhere in the beautiful Lewis River country, they hope to find the earthly remains of the man who called himself "D. B. Cooper."

Scouring almost every inch of ground, they may find some trace of the daring hijacker.

That is, unless some treasure hunter stumbled across the money first and gave "D. B. Cooper" a decent burial.



5



HELICOPTER FROM FORT LEWIS LANDING IN PASTURE AFTER SCANNING HILLSIDES FOR TRACES OF PLANE HIJACKER "D".
Troops were transported between search areas where they made ground sweeps around Lake Morwin; officers directed with maps of T7

(Mount Clipping in Space Below)

Search continues for D. B. Cooper

Federal Bureau of Investigation agents, aided by Army troops from Fort Lewis, continued their Southwest Washington search today for the parachuting hijacker known as D. B. Cooper.

It was the fifth day of a renewed search of the area around the boundary between Clark and Cowlitz Counties.

If any new clues were turned up, the F. B. I. wasn't saying. "There's nothing to talk about," said Paul Bibler, assistant special agent in charge of the

Seattle office of the F. B. I.

About 200 Fort Lewis soldiers, nine Army helicopters and F. B. I. agents led by J. Earl Milnes, head of the Seattle F. B. I. office, searched wooded hills and valleys yesterday for the hijacker's body, the money, a parachute or any other trace of the fugitive.

The hijacker is believed to have bailed out over the area with \$200,000 ransom money given him in Seattle November 24 after he commandeered a Northwest Orient Airlines 727.

Serial numbers of the 10,000 \$20 bills were circulated to banks and business establishments across the country, but none has surfaced, the F. B. I. said.

(Indicate page, name of newspaper, city and state.)

Sub B

p. A8 Seattle Times
Seattle, Wash.

Date: 3/24/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:

or

Classification:

Submitting Office: Seattle

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FBI - SEATTLE

DB Cooper-22427

SUB-B

(Mount Clipping in Space Below)

FBI, Military Resume Search For Hijacker, \$200,000

KELSO, Wash. (AP) — Army troops and FBI agents searched a wooded area about 20 miles southeast of here Wednesday while Army helicopters thrashed overhead as a search for an airplane hijacker resumed.

The FBI said the search was for D. B. Cooper, a name given by a man of about 40 who took over a Northwest Airlines jet-

liner between Portland and Seattle last Nov. 24.

He demanded \$200,000 and four parachutes as the plane landed at Seattle, then ordered it flown to Nevada.

He and two of the chutes were missing when the plane landed again, and investigators theorized he may have jumped out over southwestern Washington. Searchers spent several

weeks in the area before moving on.

"This is a continuation of the search started previously," said J. E. Milnes, agent in charge of the Seattle office of the FBI. "We are being assisted by military people, and that is all I can tell you at this time."

About 200 troops and nine helicopters of the Third Ar-

mored Cavalry Regiment from Ft. Lewis, near Tacoma, were based at Merwin Park on Lake Merwin, a reservoir on the Lewis River.

A spokesman for the Army said "nothing specific" was behind resumption of the search.

"There is no new evidence," he said. "Time just went by, and it began to look more and more like they might be

searching for a dead man.

"It's been four months," he said, "and not a single bill of the money has shown up anywhere. Apparently there is no evidence of the man in circulation, increasing the possibility he is still in the area."

The troops and federal agents, with their helicopter help, are probing at rugged areas of stands of almost solid

evergreens and other expanses of logged-over land where alder and other deciduous trees are just beginning to regain new foliage.

The Longview Daily News said it learned that FBI agents were in the Cowlitz County assessor's office in Kelso two weeks ago determining the ownership of land surrounding Lake Merwin.

(Indicate page, name of newspaper, city and state.)

P.1
Lewiston Morning
Tribune
Lewiston, Idaho

Date: 3/23/72

Edition:

Author:

Editor:

Title: NORJAK

Character: 164-81-Sub B

or

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APR 1 1972	

DB Cooper-22428

(Mount Clipping in Space Below)

None of hijack money found

None of the ransom money given the parachuting sky-jacker known as D. B. Cooper has turned up, a Federal Bureau of Investigation official said yesterday.

The F. B. I. circulated a list of the serial numbers of the 10,000 \$20 bills shortly after the hijacking last November 24.

Paul Bibler, assistant special agent in charge of the Seattle office of the F. B. I., said none of the bills had surfaced. But he declined to

speculate that this has increased the belief that the hijacker did not survive his jump.

The F. B. I. with the aid of about 200 Fort Lewis soldiers and nine Army helicopters is continuing a renewed ground search in Clark and Cowlitz Counties. Lake Merwin on the boundary line between the two counties is the staging area.

A thorough search of the area after the hijacking failed to turn up any trace of

the man who hijacked a Northwest Orient Airlines 727 between Portland and Seattle. The hijacker demanded and received \$200,000 and four parachutes in Seattle, released the passengers and then ordered the crew to fly him to Reno. When the plane got there he was gone.

He was believed to have bailed out somewhere over Clark County in freezing weather.

(Indicate page, name of newspaper, city and state.)

A19 SEATTLE TIMES

Seattle, Wash.

Date: 3/23/72
Edition: Night Sports Fin
Author: al
Editor: Henry MacLeod
Title: NORJAK

Character:
or

164-81 - Sub B

Classification:

Submitting Office: SEATTLE

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SERIALIZED	FILED
APR 1 1972	
FBI - SEATTLE	

DB Cooper-22429

(Mount Clipping in Space Below)

Hijacker Sought By FBI, Army

FBI agents, aided by about 200 members of the Army's 3rd Armored Cavalry and nine helicopters from Ft. Lewis, have resumed the search for the missing hijacker who parachuted from a Northwest Airlines jet last Nov. 24.

The search is concentrated in the Merwin Dam area, about 20 miles southeast of Kelso, where the hijacker is believed to have bailed out during a sub-freezing flight from Seattle to Reno.

Residents in the search area said a pass was required to enter Merwin Park on Lake Merwin. The park is the staging area for the "terrain search."

"A spokesman for the Army said "nothing specific" was behind resumption of the search.

"There is no new evidence," he said. "Time just went by, and it began to look more and more like they might be searching for a dead man."

The hijacker, who used the name "D. B. Cooper," and the \$200,000 in ransom money he took with him, have disappeared without a trace.

The FBI circulated a serial-number list of the 10,000 \$20 bills to banks and businesses throughout the country, but none of the money has ever turned up, according to Paul Bibler, assistant special agent in charge of the Seattle FBI office.

Bibler refused to speculate, however, as to whether the hijacker survived his night plunge from the Boeing 727.

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Post-
Intelligencer
Seattle, Wash.

Date: 3/23/72
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Author:
Editor: Dick Lyall
Title: NORJAK

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MAR 24 1972	
FBI-SEATTLE	

DB Cooper-22430

(Mount Clipping in Space Below)

Search resumes for 'D. B. Cooper'

The search for any trace of the parachuting airline hijacker known as D. B. Cooper has been resumed by the Federal Bureau of Investigation in Southwest Washington.

Army troops were assisting the F. B. I. yesterday in a search of land around Lake Merwin on the boundary line between Cowlitz and Clark Counties.

W. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., confirmed that the F. B. I. was continuing its investigation and the Army was assisting in a terrain search.

He would not say how many troops were involved, where they were from, how long they had been there or how long they planned to stay.

A Portland television station reported an Army guard was turning away cars in the Lake Merwin area yesterday.

A man using the name D. B. Cooper hijacked a Northwest Orient Airlines 727 last November 24 on a flight from Portland to Seattle and demanded and received \$200,000 in ransom money and four parachutes. He re-

leased the passengers in Seattle and ordered the crew to fly him to Reno.

When the plane arrived in Reno the hijacker was gone. He was believed to have bailed out over Clark County. A search of the area after the hijacking produced no trace of him.

F. B. I. officials have felt that the chances were minimal for the hijacker to sur-

vive the jump in near-zero temperature and his body and the \$200,000 could be in the surrounding hills.

Earlier this year, the F. B. I. said it planned to resume its search of the area as soon as warm weather returned.

Asked if they had found any trace of the man called Cooper, an F. B. I. official said:

"We'll let you know."

(Indicate page, name of newspaper, city and state.)

p. B7 Seattle Times
Seattle, Wash.

Date: 3/22/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character: CAA-HIJACKING

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Submitting Office: Seattle

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MAR 24 1972	
FBI-SEATTLE	

DB Cooper-22431

(Mount Clipping in Space Below)

—D. B. Cooper' Revisited—

For those empty-headed enough to glorify the Thanksgiving Eve skyjacking of a Northwest Orient Airlines plane by the infamous and probably pseudonymous D. B. Cooper, ample reason for not doing so was provided on Christmas Eve.

On another Northwest Orient flight, from Minneapolis to Chicago, another skyjacker obviously attempted to plagiarize D. B. Cooper's script.

The Christmas Eve bandit, armed with a pistol and claiming to carry seven sticks of dynamite, threatened to blow up a Boeing 707 unless he was given \$300,000 and parachutes.

The Christmas Eve skyjacker, however, lacked his predecessor's finesse. He got his money and his parachutes

but he was left without a pilot to fly him away from Chicago's O'Hare Airport, where he was apprehended.

The point is that D. B. Cooper's escapade clearly was the inspiration for the attempted robbery, which endangered the lives of the 34 persons aboard the jetliner. Lord knows how many more larcenous and or addle-brained individuals may be mulling over similar plots.

AS FOR THE notorious D.B. Cooper, who disappeared with \$200,000 from a Boeing 727 between here and Reno, Nev., we predict he eventually will be captured, if his remains aren't impaled on an isolated pine tree somewhere in the western wilds, and his hero-worshippers made to see the folly of their admiration.

(Indicate page, name of newspaper, city and state.)

P. A6 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/31/71
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Author:
Editor: Dick Lyall
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FBI—SEATTLE	

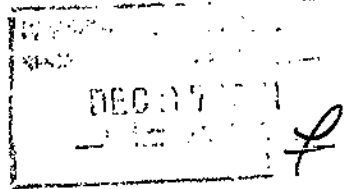
DB Cooper-22432

New York

12-26/71
S. 71/15
812 Personals

D. B. COOPER

If you are interested in telling your poignant story to an absolutely discreet and trustworthy writer for responsible national magazine without jeopardizing your safety in any way, phone area code 213-826-5257. I guarantee we can work it out and still assure your anonymity. Call the above number after midnight and I'll direct you to a safe phone.



(Mount Clipping in Space Below)

CLUE TO HIJACKER**Please Check Your
\$20 Bills, FBI Asks****BY DARYL LEMBKE***Times Staff Writer*

SEATTLE — If you've got any \$20 bills left from Christmas shopping, the FBI wishes you'd take a look at them.

There's an off chance they might provide a clue as to the whereabouts of "D.B. Cooper," the fellow who literally jumped at the opportunity to get away with \$200,000.

That was the name a man gave when he pur-

chased a ticket in Portland on a Seattle-bound Northwest-Orient airliner last Nov. 24.

He then hijacked the airliner en route to Seattle by showing a stewardess wires which he said were connected to a bomb in his briefcase. He forced the airline to give him \$200,000 in \$20 bills and four parachutes when the plane landed in Seattle.

He then made the crew take off again and he apparently parachuted out of the 727 jet between Seattle and Reno, taking with him the loot.

Although he could have died in the jump, most people seem to think that "Cooper" got away with the money.

Some even hope that he did. He has become something of a folk hero. A Seattle firm is even selling "D.B. Cooper" T-shirts, showing a man floating to earth with the greenbacks.

But a robbery is still a robbery to the FBI, which has the serial numbers of the stolen money and has published them in a 34-page booklet circulated among financial institutions in the West.

To have come from the 20-pound package of \$20 bills which the hijacker

(Indicate page, name of newspaper, city and state.)

P. 2**Los Angeles Times
Los Angeles, Calif.****Date: 12/26/71****Edition:****Author: Daryl Lembke****Editor:****Title:****NORJACK****Character: CAA-HIJACKING;****or EXT****Classification: 164-81****Submitting Office: Seattle**☒ Being Investigated
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Serialized
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Filed

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DEC 27 1971	
FBI-SEATTLE	

DB Cooper-22434

took, the bill must carry both the correct number and the date of the design series.

Twenties in the hijack package are dated 1934, 1950, 1963 A and 1969. The date of the series is found at the bottom of the bill and just to the right of the center.

The first letter with the serial number indicates in which of the 12 federal reserve districts the bill is issued. The great majority of the bills taken by the hijacker came from the 12th Federal Reserve District, headquartered in San Francisco and lettered "L" on the stolen bills, but the other 11 districts lettered A through K, are also represented. Numbers on the left are in sequence but skip from smaller to much larger digits.

Random numbers from the list are as follows.

AOO 235 872A, dated 1969; A14 808 132A, dated 1969; B14 242 873A, dated 1969; B34 401 451A, dated 1969; B56 573 862A, dated 1969; B66 486 809A, 1969; COO 297 085A, 1969; C10 521 331A, 163A; DO1 595 397A, 1969; D22 175 134A, 1969.

D43 150 268A, 1963A; EOO 560 629 1969; E13 397 308B 63A; E46 136 999A, 1969; E85 531 831A 63A; FOO 653 024A, 1969; F18 613 993A, 1969; GOO 061 029B, 1969; GO2 520 743, 1969; G11 544 899B 63A; G29 690 309B 63A; G36 971 521B, 1963A; G44 492 946B, 1963A; G51 777 384A, 1969; G56 717 199B, 1963A; G67 396 010A, 1969; HOO 050 268A, 1969; H27 531 664A, 1963A.

IOO 039 231A, 1969; IOO 834 944A, 1969; IO3 429

657A, 1969; IO5 028 686A, 1969; IO9 430 628A, 1963A; JOO 031 331, 1963; JO2 357, 13C, 1963A; JO6 927 138A, 1969; J10 008 744A, 1969; J15 062 146A, 1969; J26 190 173A, 1963A; J39 611 379A, 1963A; KOO 061 294, 1969; KO8 015 487A, 1969; K18 628 893A, 1963A.

L00 000 004B 63A; L00 205 900, 1969; L00 625 540A, 1969; L00 982 844, 1969; L01 404 303A, 1969; L01 599 092A, 1969; L01 684 869A, 1969; L01 744 834A, 1969; L02 275 724A, 1969; L03 329 195B, 1963A; L05 070 890A, 1969; L06 514 394, 1963A; L07 483 214, 63A; L09 283 128A, 1969; L09 971 454A, 1969; L11 670 051A, 1969; L13 219 688A, 1969.

L14 707 268A, 1969; L16 088 643A, 1969; L17 875 196B, 1963A; L19 016 203A, 1969; L19 303 624A, 1969; L19 486 860A, 1969;

L19 590 456B 63A; L19 723 933A, 1969; L19 855 988A, 1969; L19 960 040A, 1969.

L20 076 055A, 1969; L20 186 168A, 1969; L20 294 294A, 1969; L20 403 478A, 1969; L20 476 486A, 1969; L21 441 210A, 63A; L22 565 661A, 1969; L24 291 737A, 1969; L25 786 727B, 1963A; L27 309 538B, 1963A; L28 422 704A, 1969; L29 389 835A, 1969; L29 638 047A, 1969; L29 861 672A, 1969; L30 031 359B, 1963A; L30 804 860A, 1969; L31 781 102A, 1969; L32 346 096A, 1969; L32 428 331A, 1969.

L32 509 792A, 1969; L32 586 072A, 1969; L32 666 806A, 1969; L32 729 889A, 1969; L32 815 350A, 1969; L32 892 490A, 1969.

L32 949 822A, 1969; L33 058 753A, 1969; L33 121 622A, 1969; L33 180 326A, 1969; L33 260 908A, 1969; L33 312 739A, 1969.

(Mount Clipping in Space Below)

\$5,000 Award for Hijacker

The Secret Witness Program has established a \$5,000 reward for information leading to the arrest and conviction of "D. B. Cooper," the man who hijacked a Northwest Airlines jetliner and bailed out somewhere between Seattle and Reno with \$200,000.

In addition, persons helping solve these unsolved crimes are eligible for rewards to be determined, but each a minimum of \$500;

• June 19, 1969, murder near Seattle Center of Mrs. Yi Yun Chen Li.

• Jan. 7, 1971, slaying of William Buske at his home at 2223 NE 137th St.

• May 28, 1970, killing of Eileen Marie Condit at her home, 2020-42nd Ave. E.

• Jan. 3, 1971, fatal shooting of Hewitt Fleming Jr. on the stairway between Alder Street and Yesler Way.

• July 27, 1970 (approximately), killing of Nancy Winslow somewhere in Whatcom County.

• July 13, 1968, killing of Joanne Moses, 4, near Lynden, Whatcom County.

Anyone having information on any of these crimes should call or write Secret Witness.

(Indicate page, name of newspaper, city and state.)

P. A10 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/23/71

Edition: Final

Author:

Editor: Dick Lyall

Title:

NORJACK

Character: CAA-HIJACKING;

or EXT

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated**COPY SENT TO BUREAU**

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SERIALIZED.....FILED.....

FBI-SEATTLE

DB Cooper-22436

M -

Seattle Post-Intelligencer Sun., Dec. 19, 1971 BM A 15

Lists of Hijack Bills Distributed

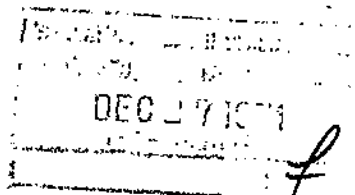
Lists of serial numbers of the bills given to hijacker "D. B. Cooper" have been distributed to banks and other financial institutions in this area, the Federal Bureau of Investigation has announced.

J. Earl Milnes, special agent in charge of the FBI office here, said anyone who thinks he or she might have one of the 10,000 \$20 bills that were given to "Cooper" the night of Nov. 24 when he hijacked a Northwest Orient Airlines plane, may contact the FBI office here.

The FBI's telephone number is MA 2-0460.

"Cooper," who bailed out of the plane somewhere between Seattle and Reno, is still at large.

Anyone who has information that might lead to his arrest and conviction should contact Secret Witness, P. O. Box 298, Seattle, Wash. 98111. A \$5,000 reward has been posted.



(Mount Clipping in Space Below)

Knuckle-Headed Thinking

As amazing as it may appear to some of us "square heads," the legend of D. B. Cooper, "Robin Hood of the airways," persists.

A man with the pseudonym D. B. Cooper hijacked a Northwest Airlines jetliner between Portland and Seattle Nov. 24, claimed \$200,000 in ransom and presumably parachuted out of the airplane with his loot.

Since then, there have been "D. B. Cooper" sweatshirts; a high school class (which shall remain nameless) has lauded the hijacker as a man who "is pretty darn smart, and we're proud of him!" The same class extolled him as being a cut above the "normal nut." And "the establishment" has been chided by some as "getting its just desserts."

A recent development is a telephone call to The Wenatchee World, "Don't put the young people down. If they're bitter about the system and the establishment, it's because they have a reason. They've seen the double standard under which business operates. And they don't respect it." That, in part, was the gist of the remarks by an anonymous telephone caller, as reported on the editorial page of the newspaper. This came after the newspaper had editorially expressed shock because some people have "worried the hijacker."

The attack on business and industry (the establishment) is a childish reaction to a criminal act.

How many businesses can absorb a \$200,000 loss without suffering the effects?

Business and industry provide the jobs and the taxes that keep this nation moving; that provide income; that provide schooling.

An appropriate analogy for this type of knuckle-headed thinking would be for the children to laugh when their mother breaks a leg, or when their father loses his job.

Parents are part of the establishment — which represents control, discipline and security.

Perhaps it would be better if we could all return to nature and live off the land. We can't. Our society has advanced too far to permit that kind of upheaval. Only an idiot would argue otherwise.

And only a person whose thinking has subsided to moronic levels would worship D. B. Cooper, or whatever his name is.

He is, or was, an outlaw, a criminal; a robber whose actions threatened the lives of many people.

The act of air piracy will only lose its lure and allure when enough hijackings have been thwarted and those who attempt them are punished severely.

Control of hijackings is basically a law enforcement problem — and part of our "new" society which has seen its criminal laws weakened by judicial loopholes and diluted concepts of punishment.

The time for a reversal of the trend is here.

(Indicate page, name of newspaper, city and state.)

P. 4

Daily Chronicle
Centralia, Wash.

Date: 12/18/71

Edition:

Author:

Editor: Tom Koenninger

Title: NORJACK

Character: CAA-HIJACKING;
EXT

Classification: 164-81

Submitting Office: Seattle

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FBI-SEATTLE	

DB Cooper-22438

(Mount Clipping in Space Below)

The Hijacker Is Everywhere

Another 'Look-alike' Has Problems With Police

LOS ANGELES — (AP) — A suburban West Covina man says he was detained by police three hours because he resembles the Northwest Orient Airlines plane hijacker who parachuted to freedom after receiving \$200,000.

Jiri Fencel, 38, said Monday that he was picked up by police at Sacramento Airport four days after the Nov. 24 hijacking and questioned and photographed by officers.

"I went through it calmly because I knew I was innocent," Fencel said.

Authorities are still looking for a middle-aged man identified as "D. B. Cooper" who bailed out of a Boeing 727 jet last month between Seattle and Reno, Nev., after extorting the \$200,000 with a bomb threat.

The FBI has reported no leads in the case — and has not said whether other middle-aged men with parachuting experience have been questioned.

Fencel said when he was arrested he had \$800 in his wallet to pay a moving van company for transporting his property from Rocklin, near Sacramento, to West Covina.

He said a card in his wallet indicated he had been an army parachutist, and a check of his driver's license further disclosed he once had lived in Seattle.

Fencel is the new manager of the Pomona National Country Club.

(Indicate page, name of newspaper, city and state.)

A7 Seattle
Post-Intelligencer
Seattle, Wash.

Date: 12-15-71
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJACK

CAA-HIJACKING;

Character: EXT
or

Classification: 164-81-Sub B
Submitting Office: Seattle

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SEARCHED	INDEXED
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DEC 21 1971	
FBI-SEATTLE	

DB Cooper-22439

'Only 14 Months To Live'

LOS ANGELES — (UPI) — A letter purportedly written by fugitive hijacker "D. B. Cooper" claims he parachuted into the night with \$200,000 to buy peace of mind because he has only 14 months to live, the Los Angeles Times said yesterday.

The letter-writer said he lived a life of hate and is not a hero.

A number of letters, supposedly from "Cooper," have been received by newspapers throughout the West in recent weeks. It is not known if any are genuinely from the man who hijacked a Northwest Orient 727 Nov. 24, claiming to have a bomb.

He collected the ransom and parachuted out the rear door with it between Seattle and Reno, Nev.

The letter was mailed to the Los Angeles Times from Seattle Saturday and has been turned over to the FBI, the paper said. It quoted the letter:

"I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risks.

"I am no modern-day Robinhood.

"Unfortunately (I) do have only 14 months to live.

"My life has been one of hate, turmoil, hunger and more hate. This seemed to be the fastest and most profitable way to gain a few grains of peace of mind.

"I don't blame people for hating me for what I've done, nor do I blame anybody for wanting me to be caught and punished, though this can never happen."

The letter-writer said he would never be caught because he left no fingerprints, wore a disguise, and employed other unspecified means to cover his trail.

He was wearing a toupee and putty makeup at the time of the hijacking and would be impossible to recognize from the composite picture drawn up by FBI artists from the descriptions of witnesses, according to the letter.

"I've come and gone on several airline flights and am not holed up in some obscure backwoods town," the letter says.

"Neither am I a psychopathic killer. As a matter of fact, I've never even received a speeding ticket."

(Mount Clipping in Space Below)

Police confuse Calif. man with hijacker

LOS ANGELES — (AP) — A suburban West Covina man says he was detained by police for three hours because he resembles the Northwest Orient Airlines plane hijacker who parachuted to freedom after receiving \$200,000.

Jiri Fencel, 38, said in an interview yesterday that he was picked up by police at Sacramento Airport four days after the November 24 hijacking in Seattle and questioned and photographed by officers.

Fencel said when he was arrested he had \$800 in his wallet which was to pay a moving-van company for transporting his property from Rocklin, near Sacramento, to West Covina. He said a card in his wallet indicated he had been an Army parachutist, and a check of his driver's license further revealed he had once lived in Seattle.

Fencel is the new manager of the Pomona National Country Club.

(Indicate page, name of newspaper, city and state.)

A17 Seattle Times
Seattle, Wash.

Date: 12-14-71
Edition: Night Sports Final
Author:
Editor: Henry McLeod
Title: NORJACK

Character: CAA-HIJACKING;
or EXT.

Classification: 164-81-Sub B
Submitting Office: Seattle

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DEC 21 1971	
FBI-SEATTLE	

DB Cooper-22441

(Mount Clipping in Space Below)

SECRET WITNESS

SUB-B.

Do You Know Skyjacker? —Win \$5,000

By WALTER A. EVANS

The out-of-the-ordinary crime often excites the public's imagination.

A cold-blooded criminal becomes a Robin Hood. A Jesse James — as vicious a night rider as ever strapped on a gun—becomes a knight in somewhat tarnished armor.

A man listed on the Northwest Airline's flight manifest as "D. B. Cooper" parachuted out into the dark night of Nov. 24 with a satchel containing \$200,000 and into a sort of instant-folk-hero legend.

"Cooper" was innovative, daring, and—for a fleeting moment—the little man battling the system.

No one was hurt, so many people gave their admiration—grudging or not—to the "little man" who got away with it. It was a classic sort of crime without pain.

But law enforcement officials fear that the next time—and the next—and the next (these crimes have a way of being repeated)—someone will be hurt seriously.

Or someone will be killed.

Then a hijacking like that pulled by "Cooper" won't be funny. It won't be admirable.

It will be another in a long list of hijackings that risk too much—too many lives.

To assist in the capture of the hijacker, The Post-Intelligencer's Secret Witness program is offering a \$5,000 reward for information that will lead to "Cooper's" arrest and conviction.

The reward is the first of a series to be offered in the Secret Witness program.

They are designed to assist the law-enforcement agencies of the State of Washington in solving unsolved crimes, in bringing to justice criminals who should not be walking the streets.

As the trail of "Cooper" becomes colder, it becomes more and more important that some citizen come forward with information that will help stop a new form of plane hijacking in its embryonic stage.

Anyone who has information that could lead to the arrest and conviction of the hijacker should contact The P-I Secret Witness Editor and follow the rules and guidelines accompanying this article.

In the near future The P-I will announce other rewards to be offered under the Secret Witness program.

(Indicate page, name of newspaper, city and state.)

P. A16 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/14/71
Edition: Final
Author: Walter A. Evans
Editor: Dick Lyall
Title: NORJAK

Character: CAA-HIJACKING;
or EXT

Classification: 164-81
Submitting Office: Seattle

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DEC 17 1971	
FBI-SEATTLE	

DB Cooper-22442

(Mount Clipping in Space Below)

P-I Secret Witness Offering \$5,000 For Plane Hijacker

BY WALTER A. EVANS

The Post-Intelligencer's Secret Witness program established a \$5,000 reward for information leading to the arrest and conviction of "D. B. Cooper," the hijacker who bailed out of a Northwest Airline jet Nov. 24 with \$200,000 in cash.

The reward will be paid by The P-I promptly after hijacker's conviction and the denial of a motion for a new trial.

Anyone who has information as to the identity of the man known to law enforcement officials as "D. B. Cooper" (the name he used when he obtained his ticket on the Northwest Airline jet), should call the Secret Witness editor at 622-7878, or write the Secret Witness Editor, P.O. Box 298, Seattle, Wash. 98111.

The bizarre case got under way when the hijacker who had boarded the plane in Portland, approached a stewardess with a note demanding \$200,000 and four parachutes.

He displayed a brief case that contained several cylinders connected by pieces of wire.

While the plane flew from Portland to Seattle, Northwest officials were notified and they began frantically collecting (and recording serial numbers) of \$10,000-\$20 bills from local financial sources.

They also obtained the parachutes from Seattle Skysports, Inc.

The short flight from Seattle to Portland had taken a numbing 2½ hours, but the other 35 passengers aboard the plane were unaware of the drama going on down on the ground — or in the aircraft.

At 5:40 p.m. everything was ready and the plane touched down at Seattle-Tacoma International Airport five minutes later.

Within 20 minutes, the passengers had left, the money and parachutes were on the plane and the cabin crew and stewardess Tina Mucklow were hostages.

Difficulties in fueling operations delayed the take-off for a tense hour, but by 7:40 p.m. the jetliner was airborne and headed for Reno, Nev.

Somewhere in the dark night, with the plane flying at low speed, the cabin depressurized and the door open, "D. B. Cooper" parachuted into the black night.

There's the description given — a man in his mid-40's, 6'1" tall, 175 pounds, wearing a dark business suit and dark glasses.

The description is all that remains. "D. B. Cooper" disappeared into the darkness on Nov. 24 and,

despite an intensive search in Clark County, he never has turned up.

The reward for "Cooper" is the first established under The P-I's new Secret Witness plan. Others, to help law enforcement officials solve major unsolved crimes, will be offered in the near future.

Rules for participating in the Secret Witness program accompany this article.

SUB-RW
- B

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/12/71
Edition: Sunday
Author: Walter A. Evans
Editor: Dick Lyall
Title: NORJAK

Character: CAA-HIJACKING;
or EXT

Classification: 164-81—
Submitting Office: Seattle

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SUB. B.
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SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1971	
FBI - SEATTLE	

DB Cooper-22443

(Mount Clipping in Space Below)

Sub. B

Hijacker's 'twin'

* * * * *

Looks, hobby plague Seattle sky diver

By DON HANNULA

Put a pair of dark glasses on Seattle's Bill Whitney and you've got a remarkable resemblance to a composite sketch of the Thanksgiving Eve jet hijacker who parachuted away with \$200,000 ransom.

Add the fact that Whitney is a co-holder of the Northwest sky-jumping altitude record at 30,000 feet and the result is suspicion.

That suspicion by Whitney's sky-diving acquaintances led to his being questioned for 5½ hours Thursday by the Federal Bureau of Investigation.

The look-alike problem has bothered Whitney, 3828 Whitman Ave. N., who earns his living in the sound-equipment business.

"It's nice to be remembered, but not this way," Whitney said. "It would be nice to look like a movie star or something, but not a guy who pulled a job."

Whitney said: "I know a lot of jumpers up and down the coast. I understand a lot of them looked at that sketch and thought of me. The whole point is I didn't do it and I don't need that kind of reputation."

WHILE WHITNEY'S facial features resembled the F. B. I. composite sketch drawn from descriptions by witnesses, his height, weight, age and complexion didn't match those given for the hijacker.

Whitney is 5-foot-8 and about 140 pounds. Witnesses said the hijacker was 6 feet and 175 pounds. They said the hijacker had an olive complexion. Whitney is fair-skinned. The hijacker was described as middle-aged — between 40 and 50. Whitney is 33 with prematurely receding hair.

After the hijacker showed a stewardess what he said was a bomb, commandeered the Northwest Orient Airlines 727 November 24, and released the passengers in Seattle for \$200,000 and four parachutes, he bailed out somewhere between Clark County and Reno, Nev.

Immediately the F. B. I. began checking out anyone with parachuting experience.

Whitney, who has made some 300 jumps since taking up the sport in 1965, said he first heard that he was being sought for questioning Thursday.

He said: "I heard the F. B. I. was looking for me and I said: 'Oh, brother.' I figured, rather than have them pick me up on the street or somewhere, I'd call them." When he did, they said, yes, the F. B. I. did want to talk to him.

"If I had been guilty, I'd be in jail right now," Whitney said.

Whitney said a San Francisco newspaper reporter also flew to Seattle to interview him after a San Francisco sky jumper told the reporters he was convinced Whitney was the skyjacker.

WHITNEY SAID his problems were compounded by having few people to verify where he was the Wednesday of the hijacking. The bachelor said he drove to Bellingham about 7:30 a. m. and spent some time with this partner in the sound-equipment business, returning to the Northeast Seattle home of his partner about noon. He said his partner returned about 6:30 or 7 p. m. and saw him at the home. He said he couldn't recall anyone else seeing him. Whitney said he spent Thanksgiving Day at his parent's home in Tacoma.

"Another thing, I wear dark glasses a lot," Whitney said. The skyjacker was wearing dark glasses.

Whitney is convinced the skyjacker got away. He does not consider what the skyjacker was reported to have done as difficult. "I could have done it, yes, but I didn't," Whitney said.

But Whitney also believes the hijacker will be caught eventually — that he won't be able to resist telling some one some day, Whitney said: "If they ever make a movie of this, I'd be happy to play his part."

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Times
Seattle, Wash.

Date: 12/5/71
Edition: Sunday
Author: Don Hannula
Editor: Henry McLeod
Title: NORJAK

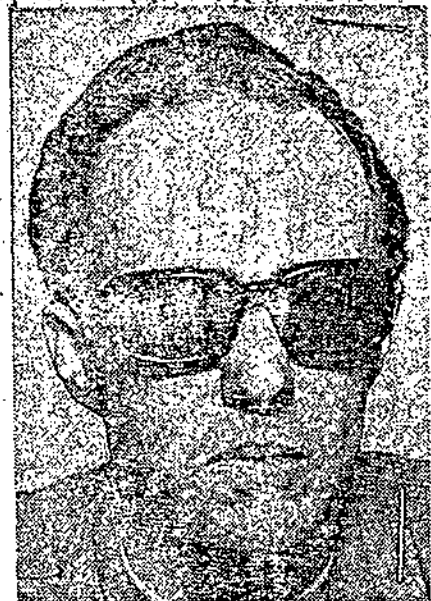
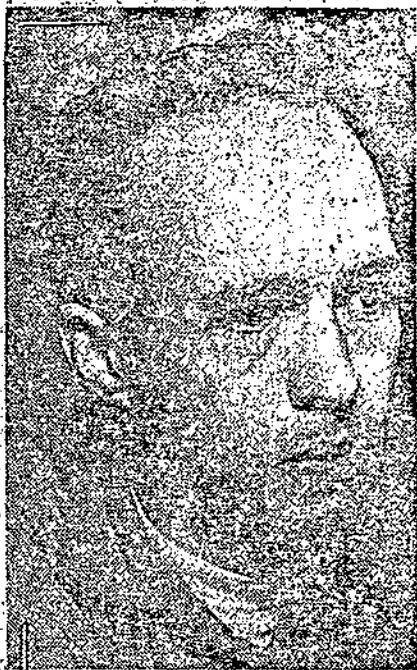
Character: CAA-HIJACKING; EXT
or
Classification: 164-81
Submitting Office: Seattle
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SERIALIZED FILED

DEC 7 1971
FBI—SEATTLE

DB Cooper-22444



At left, Bill Whitney discussed his "look-alike" problem . . . center, a composite sketch of the hijacker . . . right, Whitney in dark glasses.

(Mount Clipping in Space Below)

Light plane a hijacker link?

By DARYL LEMBKE
Los Angeles Times

WOODLAND, Cowlitz County — A light plane swept in out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was rainy and windy—no fit night for a joy-riding pilot to be landing on the bumpy, unlighted hill-top airstrip near a wooded ravine.

Yet some nearby residents say that a small plane did land at a little after 8 p. m. November 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

THE ACCOUNTS of the strange plane could explain how the hijacker escaped a three-day manhunt, or at least how he had planned to escape if he survived the parachute jump.

He could have had an accomplice who flew in and waited for him, or there could have been a third party in a car who picked him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could

have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by F. B. I. agents, who also combed the wooded ravine near the airstrip during the manhunt last weekend. (The F. B. I. in Seattle refused comment today on the significance of the reports about the small plane. Sheriff's officers referred all inquiries to the F. B. I.)

THE AIRSTRIP is on property owned by the McClellan family. Mr and Mrs. Robert M. McClellan, Jr., live in a new house at the south end of the airstrip. McClellan formerly owned a plane but sold it. His parents live in an older house a little farther from the landing field.

A flight recorder in the commandeered Northwest Orient 727 indicated that the hijacker opened the rear door of the plane at 8:13 p. m. Because of a slight lurch of the plane, it was deduced that he made the jump from the lowered rear steps two or three minutes later.

Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said a plane had been circling the landing area most of the afternoon.

"We were gone for a while and came home about 8 o'clock," said Mrs. Neiger. "I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

TWO MILES DOWN the road to the west, Mrs. Frank Distefano saw something that made an impression on her.

"I was home alone when I saw a plane out the back window about 8:30," said Mrs. Distefano. "It flew over twice, very low, and it had a big red light on the tail. It seemed bigger than a light plane. It was raining and the wind was blowing. I thought, 'what's he doing out here this time of night?' It was weird to me because we don't see many planes at night here."

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip,

said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour or so and then it left," she said.

"I doubt if it was connected to the hijacker. The McClellans probably had a visitor. They have friends who fly."

But the McClellans insist they had no visitor drop in that night.

(Indicate page, name of newspaper, city and state.)

p. A9 Seattle Times
Seattle, Wash.

Date: 12/3/71

Edition: Final

Author: Daryl Lembke

Editor: Henry McLeod

Title: UNSUB; aka Dan

Cooper; Northwest Airlines Fl. 305, Portland to Seattle, 11/24/71

or CAA - HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

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DB Cooper-22446

(Mount Clipping in Space Below)

Hijacker Catches Public Fancy

Associated Press

Like Robin Hood, the mysterious skydiving hijacker who bailed out of a Northwest Airlines jet south of Seattle with a \$200,000 ransom Wednesday night appears to have captured the imagination of the man in the street.

While the search for the man continued in southwestern Washington, most of those responding to questions said they hoped the daring hijacker would escape.

A professor of sociology at the University of Washington, Dr. Otto Larsen, said the hijacker had won the public's admiration through "an awesome feat in the battle of man against the machine — one individual overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

"We all like adventure stories," said Larsen. "That hijacker took the greatest risk. He showed real heroic features — mystery, drama, romanticism, a high degree of skill and all the necessities for the perfect crime."

"You've got to admit, he was clever," said Seattle taxicab driver Gordon Embree. "The way I see it, anybody smart enough to take \$200,000 just like that ought to make a clean getaway. I'm not saying he's right, understand, but he plain had guts."

"Technically, of course, he should be caught," offered Chuck Miller, a sailor at Sand Point Naval Air Station in Seattle. "But in a way, I'm glad he got away. I can't help thinking: If I were going to do something like that, I wish I could do it as well as he did."

Rose Ann Coffey of Woodland, from where the hijacker search is being conducted by the FBI, said most people there had a "Robin Hood attitude."

"He didn't hurt anybody," she said of the hijacker. "And if he took the trouble to plan this thing out so thoroughly well, good luck to him. Most of the people around here kind of hope he makes it."

Larsen said part of the reason for the hijacker's popularity probably is "the great contrast to the original skyjackers. This man was neither political or neurotic. His motive was simply \$200,000 and people can understand that much better."

"So, he comes off as a kind of a curious Robin Hood," Larsen said.

Public opinion was not unanimous on the matter, however. A Seattle attorney, who declined to give his name, put it this way:

"The hijackings — all of them — represent a breakdown in the nation's enforcement system. I believe that hijacker should be hunted down and killed."

(Indicate page, name of newspaper, city and state.)

p. A12 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/29/71
Edition: Final
Author:
Editor: Dick Lyall
Title:

Character:

or

Classification: 104-01-573
Submitting Office: Seattle

☐ Being Investigated

164-81-Sub B

(Mount Clipping in Space Below)

Light Plane, Hijacker Linked?

WOODLAND, Cowlitz County — (UPI) — Three women said yesterday they saw a light plane land and take off at a small airstrip the night a hijacker parachuted from a jetliner after receiving \$200,000 in ransom.

The FBI declined to comment on the reports regarding the Thanksgiving Eve aerial extortion.

None of the residents near the darkened McClellan airstrip said they saw the plane close enough on the dark, rainy and gusty night to give a detailed description.

Mrs. Emil Neiger, who lives close to the airstrip, said she got a good look at the low-flying aircraft but added, "All planes look alike to me."

Mrs. Melvin Anderson, who lives across the road from the end of the strip, said she saw the light of the plane as it came in for a landing, sitting on the field and taking off. She said she was not sure how long the plane was down.

"I don't know whether it was over there an hour or how long," she said. "I didn't time it. I couldn't see the plane itself."

Mrs. Frank Distefano reported she was returning home when she saw the plane flying low in the storm.

"I thought to myself, what's that nut doing up in the air on a night like this," she said. "It was a small plane but the engine sounded louder than a small plane's. I remember a large red light on the tail."

Mrs. Distefano said she believes she saw the same

plane on the previous night circling a spot to the east near St. Helens, Wash.

She said the plane on the night of the hijacking was in the area about 8 p.m. to 9 p.m., flew north, circled and came back. She said she does not know where it went after that since it was raining and she was not watching anymore.

The Federal Aviation Administration's flight control center in Auburn, Wash., said there was no indication on radar of a light plane near the hijacked Boeing 727 in the southwest Washington area.

"If he was flying too low," a controller said, "we wouldn't see it."

The hijacker paid cash to buy a ticket at the Northwest Airlines office at the Portland International Airport and then about a half hour later boarded the 727. He threatened the crew with a purported bomb, and after obtaining \$200,000 from the airline on the 727's arrival at Seattle-Tacoma Airport vanished from the craft by parachuting out a back door on a flight to Reno, Nev.

The FBI has not ruled out the possibility of an accomplice in the case, but said it had no evidence to substantiate that there had been more than one person involved in the escapade.

The FBI conducted a search in the area around View and Woodland, earlier on the basis of plane flight information that the hijacker may have jumped near View. The time of the jump was believed to have been 8:13 p.m. on Nov. 24.

(Indicate page, name of newspaper, city and state.)

Page A3

Seattle PI

Seattle, Wash.

Date: 12/4/71

Edition:

Author: DICK LYALL

Editor: UNSUB; aka Dan

Cooper; Northwest Airlines Flight 305, Portland to Seattle

Character: 11/24/71

or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated

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DB Cooper-22448

(Mount Clipping in Space Below)

Does Anyone Know Identity of Vanished Hijacker?

The trail of the skydiving airline hijacker continued to cool yesterday as the FBI indicated it was no closer to discovering the man's identity than it was on Nov. 24, when he executed the spectacular crime.

"We're getting calls from all over," an FBI source

said. "People think the guy might be their missing cousin, husband, uncle, boy friend or whatever."

But the FBI said so far none of these tips has produced a viable suspect.

Newspapers throughout the western United States and Canada have been receiving a rash of letters

signed by "D. B. Cooper," the name used by the man who hijacked a Northwest Airlines 727 and ransomed its passengers for \$200,000.

Authorities did not say whether they believed the letters were really from the hijacker.

While the FBI wouldn't admit it, the agency has

been contacting parachutists throughout the Northwest who might, however vaguely, bear a physical resemblance to the 6-foot, 170-pound, swarthy-complexioned hijacker.

One man in the Portland area, prominent in parachuting circles there, was questioned by agents when

it was learned he had a previous burglary conviction. He was cleared as a suspect.

The Post-Intelligencer learned, too, that a Seattle resident who was said to resemble the hijacker had been questioned by the FBI here. The man had been active in parachuting a few

years ago and local chutists said he had performed at least one high altitude jump.

The FBI declined to verify whether it had talked with the man or if he had been cleared as a suspect.

Meanwhile, a Portland novelty firm was cashing in on what appears to be a

kind of "D. B. Cooper" cultism arising from the frank admiration expressed by much of the public for the daring air pirate.

The firm is selling T-shirts which bear the inscription:

"D. B. Cooper, where are you?"

The FBI wishes it knew.

(Indicate page, name of newspaper, city and state.)

p.B4 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/3/71

Edition: Final

Author:

Editor: Dick Lyall

Title: UNSUB; aka Dan Cooper; Northwest Airlines Fl. 305, Portland

Character: to Seattle, 11/24 or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated

COPY SENT TO BUREAU

DB Cooper-22449

(Mount Clipping in Space Below)

**Authenticity of
letter doubted**

VANCOUVER, B. C. — (AP) — Police said today they doubt the authenticity of a letter received by the Vancouver Province supposedly from the man who parachuted from a hijacked airplane and escaped with \$200,000 in ransom.

The letter said a composite drawing of the hijacker's face, circulated throughout Canada and the United States, "does not represent the truth."

(Indicate page, name of newspaper, city and state.)

p, D1 Seattle Times
— Seattle, Wash.

Date: 12/2/71
Edition: Final
Author: Henry McLeod
Editor: UNSUB; aka Dan
Title: Cooper; Northwest
Airlines Fl. 305,
Portland to Seattle
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

☐ Being Investigated

COPY SENT TO BUREAU

DB Gooper-22450

Mc

(Mount Clipping in Space Below)

Fleeing motorist with cash not skyjacker, police report

By DON HANNULA

Skagit County Sheriff John Blynton said today officials are convinced there is no connection between the Thanksgiving Eve skyjacker and a man arrested near Mount Vernon last night with a substantial amount of money.

Unofficial reports that the man was carrying \$435,000 in foreign currency were erroneous, State Patrol officials said. The State Patrol was the source of that information.

They said they still had not determined the value of the foreign money but the total "is more like a few thousand dollars."

THE CONFUSION stemmed from 117 Brazilian 10,000 - Cruzeiro notes the man was carrying. He told them they were old Cruzeros, which made the 10,000 notes worth \$1.40 each -- or a total of \$163.80.

If the 10,000-Cruzeiro notes had been new, they would be worth \$1,400. That would make the total \$163,800.

That possibility immediately gave rise to suspicions

the man might be connected with the skyjacking in which \$200,000 ransom was paid.

SKAGIT COUNTY sheriff's officials, after conferring with a Federal Bureau of Investigation agent in the area, said it was established the man was not the skyjacker, who parachuted from the hijacked Northwest Orient Airlines jet between Seattle and Reno November 24.

The State Patrol arrested the man, Hendrikus P. Kasbergen, 42, of Fresno, Calif., about 10 miles north of Mount Vernon on Interstate 5 last night.

State Patrol officials said troopers chased him at speeds up to 130 miles an hour from Marysville after a trooper stopped him for speeding. Officials said he drove off while a trooper was writing him a ticket.

The State Patrol said both tires blew out and the man drove on the rims at speeds close to 90 miles an hour before they caught fire.

KASBERGEN is in custody, charged with reckless

driving and failing to stop for an emergency vehicle.

When taken into custody, he had \$1,300 in American money, \$500 in Canadian and an assortment of Brazilian, Chilean, Peruvian, Mexican and Australian money.

Officials said the Dutch man spoke with a heavy accent and was difficult to understand. This made it difficult to determine the value of the foreign currency, they said.

They said the man gave no reason for fleeing.

(Indicate page, name of newspaper, city and state.)

p. D1 Seattle Times
Seattle, Wash.

Date: 12/2/71

Edition: Final

Author: Don Hannula

Editor: Henry McLeod

Title: UNSUB; aka Dan Cooper, Northwest

Airlines F1 305, PD to Seattle, 11/24/71

or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

☐ Being Investigated

COPY SENT TO BUREAU

DB Cooper-22451

(Mount Clipping in Space Below)

Rain, Snow Hamper FBI in Hijacker Search

WOODLAND, Cowlitz County — Teams of FBI agents, hampered by rain and snow, searched through muddy foothills without success yesterday for clues to a middle-aged hijacker who vanished after parachuting from an airliner with \$200,000 ransom.

With planes grounded by

the cloudy weather, the so-far fruitless four-day search was left up to crews on the ground. With darkness closing in and no break in the weather in sight, they gave up the search for the night.

"The whole area has been socked in consistently," said FBI special agent Julius Mattson. "It is a little

worrisome, but we are stuck with it."

The only tidbit of new information — a motorist's sighting of a possible parachute hanging from a tree 60 miles north of here — proved to be false when authorities checked it out.

Acting on computerized data from the hijacked plane's in-flight recorder

and the "hunch" of the agent in charge of the search, the FBI has concentrated its hunt for four days in a 15 square-mile patch of heavily wooded country. They've found nothing.

Tom Manning, FBI agent in charge of the search, has insisted that the skyjacker parachuted Wednesday night from a Northwest Air-

lines 727 into a three-by-five-mile strip of timbered Cascade Mountain foothills about 35 miles north of Portland, Ore. He said the jumper, who was wearing street shoes, could have suffered a broken leg.

Using a "bomb," the hijacker forced the plane from Portland to land at Seattle, where he was given the ransom in \$20 bills in a white canvas bag and four sporting parachutes. He ordered the plane to fly to Mexico but was not aboard when it landed at Reno, Nev., for refueling.

"We've taken radar reports, it's all been computerized and we feel he's in this area," Manning said from his Woodland headquarters. The estimate was based on the plane's in-flight recorder, which showed when the hijacker lowered the 727's rear steps and a "slight change in attitude" three minutes later, indicating he had jumped.

The FBI issued a composite drawing of the hijacker Saturday, describing him as a "soft speaker, polite, with a conventional business style hairdo."

The sky-jacker, who

boarded the plane under the name D. B. Cooper, was described as a "white with an olive complexion," 6-foot-1, 170-175 pounds, in his mid-40s, with black hair, and brown eyes. He wore brown

tint glasses in black plastic frames, a dark suit or sports coat and slacks, white shirt with narrow black tie, black trench-coat and black oxford shoes.

The FBI announced plans

to search the airliner's entire route from Seattle to Reno as soon as the weather clears. But rain and snow yesterday covered the route over Portland and Medford, Ore., and Red Bluff, Calif.

(Indicate page, name of newspaper, city and state.)

p. A12 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/29/71

Edition: Final

Author:

Editor: Dick Lyall

Title: UNSUB; aka Dan Cooper; Northwest Airlines Fl. 305, PD to

Character: SE, 11/24/71
or CAA-HIJACKING; EXT

Classification: 154-81

Submitting Office: Seattle

☐ Being Investigated

COPY SENT TO BUREAU

DB Cooper-22452

(Mount Clipping in Space Below)

Foul weather still slows manhunt for hijacker

The whereabouts of "D. B. Cooper," the parachuting hijacker, remained an intriguing mystery today.

Some theories advanced by law-enforcement officers:

He may be in Mexico counting the \$200,000 ransom he obtained from Northwest Orient Airlines Wednesday evening at the Seattle-Tacoma Airport.

He may be hung up in a Douglas fir near Woodland, Cowlitz County.

He may be hiding in a cabin after landing successfully by parachute.

His broken body may be somewhere along the hijacked 727's flight path because his parachute did not open.

FOUL WEATHER stopped search efforts in Southwestern Washington over the weekend. This morning it was raining and overcast again in the area.

"When I came to work this morning, I couldn't see the tops of the hills," said Joe May, Woodland's police chief, who has been working with Federal Bureau of Investigation agents on the ground-air search.

The hijacker showed a stewardess a note saying he had a bomb on a flight from Portland to Seattle. He demanded, and received, \$200,000 after permitting 36 passengers to leave the jetliner at the Seattle-Tacoma Airport.

He also received four parachutes. A computer analysis of the jet's flight recorder showed variations in the pitch and attitude of the plane as it passed over the Woodland region, indicating he may have left the plane then by the rear door.

Woodland-area residents are skeptical that the search will yield anything.

"Right outside town here is an old cemetery so grown up that the city can't even find it," said Earl Harshberger, a Woodland resident.

THE MASSIVE search is in an area of steep ridges and deep ravines, heavy second-growth Douglas fir and dense underbrush.

The search has been marked by an almost picnic-like atmosphere as curiosity seekers flooded the area over the long holiday weekend, many hoping to find the \$200,000.

"We'll probably see a few more treasure hunters coming around today," May said.

Longtime residents of the area are reminded of a similar manhunt back in the 1920s when a group of prospectors on the slopes of Mount St. Helens told of being attacked by the legendary "Mount St. Helens Apeman." A large number of deputies, hunters and newspaper reporters went out on an unsuccessful search.

So far, "D. B. Cooper" is equally elusive.

(Indicate page, name of newspaper, city and state.)

p. All Seattle Times
Seattle, Wash.

Date: 11/29/71

Edition: Final

Author:

Editor: Henry McLeod

Title: UNSUB, aka Dan Cooper, Northwest Airlines Fl. 305, Portland

Character: to Seattle, 11/24

or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

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COPY SENT TO BUREAU

DB Cooper-22453

Sub B

Searched
Serialized
Indexed
Filed

(Mount Clipping in Space Below)

F.B.I. describes hijacker

The Federal Bureau of Investigation today gave these details in describing the hijacker of the 727 Thanksgiving Eve.

Age: mid-40s.

Height: 5 foot 10 inches to 6 feet.

Weight: 170 to 180 pounds.

Build: Average to well-built.

Complexion: Olive, Latin appearance, medium smooth.

Hair: Dark brown or black, parted on left, combed back. Sideburns to low ear level.

Eyes: Possibly brown. During the latter part of the



The Hijacker
(F.B.I. sketch)

flight he wore dark, wrap-around sunglasses with dark rims.

Voice: Low, spoke intelligently. No particular accent.

Possibly from the Midwest.

Characteristic: Heavy smoker of Raleigh filter-tip cigarettes.

Apparel: Black or brown suit; white shirt; narrow black tie; black raincoat or dark topcoat; dark briefcase or attache case; brown shoes; carried paper bag 4 by 12 by 14 inches.

J. Earl Melnes, special agent in charge of the F. B. I. office here, asked that persons who have any information which might identify the suspect to call the F. B. I.

(Indicate page, name of newspaper, city and state.)

p. All Seattle Times
Seattle, Wash.

Date: 11/29/71
Edition: Night Sports Final
Author:
Editor: Henry McLeod
Title: UNSUB; aka Dan Cooper; Northwest Airlines FL 305, Portland to Seattle, 11/24/71
Character: or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

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COPY SENT TO BUREAU

DB Cooper-22454

(Mount Clipping in Space Below)

Hijacker of jetliner steals public fancy here

By ROSS ANDERSON

Despite the concern about high crime rates and calls for hard-line law-and-order stands, many Seattleites yesterday revealed a subtle admiration for Wednesday's mysterious airline hijacker.

Nobody denied the reality of the crime, nor the potential for tragedy which existed. But, perhaps since nobody was hurt, the hijacker seemed to have evoked for himself some of the legends and memories of past outlaws.

"It's kind of a Robin Hood thing," said Larry Kellas, an assistant manager in a downtown department store. Asked how he reacted to the crime, he added: "He'll probably be caught, and he should be. But it was still pretty dramatic and spectacular."

The crime may have been unique, but the response was not. Certain outlaws from Robin Hood to Britain's "Great Train Robbers" have inadvertently captured the imagination of the common man.

"We all like adventure stories," noted Dr. Otto Larsen, professor of sociology at the University of Washington. "That hijacker took the greatest ultimate risk. He showed real heroic features — mystery, drama, romanti-

cism, a high degree of skill and all the necessities for the perfect crime."

"He was either very talented or very crazy — or both," said Mrs. Helen M. McNeely when asked for her reaction. "A native of Illinois, she recalled the infamous gangster of the 1930s, John Dillinger.

"But Dillinger had a real mean streak," she noted. "This man (the hijacker) fortunately didn't hurt anybody and somehow that seems to make a difference."

Some other reactions drawn from downtown shoppers yesterday included:

Pvt. David Ricardo, military on leave from New Jersey: "I think he'll get away with it. Anyway, I hope he isn't caught. If I were him I'd take off for South America. It all seems like a fantasy."

Gordon Embree, taxicab driver: "You've got to admit, he was clever. The way I see it, anybody smart enough to take \$200,000 just like that ought to make a clean getaway. I'm not saying he's right, understand, but he plain had guts."

Charlene Ashley, student: "It was kind of ingenious. He's done pretty well so far and I think it's all right if he gets away with it."

Tom Pettinger, Seattle

mortician: "It was such a smooth operation that I think he'll pull it off. But he should be caught; somebody has to pay."

Chuck Miller, a sailor at Sand Point: "Technically, of course, he should be caught. But in a way, I'm glad he

got away. I can't help thinking: If I were going to do something like that, I wish I could do it as well as he did."

Dean Weaver, Seattle: "I hope he's caught in about 25 years, just so we can find out what happened to him."

Salvador Tirazona, Seattle: "He pulled a fast one on the plane company. It was a slick move because it was the first time anybody has gotten away with something like that — escaping that is."

Nearly all those questioned

(Indicate page, name of newspaper, city and state.)

p. A10 Seattle Times
Seattle, Wash.

Date: 11/28/71

Edition: Sunday

Author: Ross Anderson

Editor: Henry McLeod

Title: UNSUB; aka Dan

Cooper, Northwest Airlines Fl. 305, PD to Character: SE, 11/24/71

or CAA-HIJACKING; EXT

Classification: 164-81

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☐ Being Investigated

COPY SENT TO BUREAU

DB Cooper-22455

were concerned about the hazards presented to passengers and crew and to the possibility of encouraging future similar hijackings. But all agreed on one point: The hijacking has raised an undercurrent of admiration for the manner in which it was committed.

"Part of the reason is probably the great contrast to the original skyjackers," Professor Larsen speculated. "This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand that much better."

"His was an awesome feat in the battle of man against the machine — one individual overcoming, for the time being anyway, technology,

the corporation, the establishment, the system."

Larsen compared the incident to the 19th Century stagecoach robberies, widely romanticized in Eastern magazines. Black Bart and the stagecoach outlaws were after money, not to make a political statement.

"So he comes off as a kind of curious Robin Hood," Larsen said, "taking from the rich — or at least the big and complex. It doesn't matter whether he gives, to the poor or not."

"He had to have a broad range of skills to manipulate people, to choose the right time and place, to survive. But even if they find him somewhere in the bush with his skull-crashed, it will still

be dramatic and mysterious."

There were a few, questioned by The Times, who were not carried away by the romantic aspects of the crime. They saw it only as a crime.

A Seattle attorney, who declined to give his name: "The hijackings—all of them—represent a breakdown in the nation's enforcement system. I believe that hijacker should be hunted down and killed."

A uniformed member of the Marine Corps Reserve, also anonymous: "People's lives were involved, and I can't see making a hero out of him. I hope he is caught."

"He showed . . . all the necessities for the perfect crime."

—Dr. Otto Larsen



Toth Pottinger

"I'm not saying he's right . . . but he plain had guts."

—Gordon Embree



Helen M. McNeely

"... I hope he isn't caught."

—David Ricardo



"... I think it's all right if he gets away with it."

—Charldene Ashley



Larry Kellas

(Mount Clipping in Space Below)

Searchers to try again if weather lifts

The search for a white parachute and the man who wore it is scheduled to resume in Clark and Cowlitz Counties today after three days of trying to track down the Thanksgiving Eve jet hijacker.

Hopes were kindled briefly yesterday, then flickered, when a white object seen from the air was checked and found to be a plastic canopy left by fishermen or loggers.

Fog closed in and cut off the air-and-ground search about 3 p. m. yesterday.

J. Earl Milnes, special agent in charge of the Seattle office of the Federal Bureau of Investigation, said, "Search efforts will continue Sunday unless weather conditions make them impossible."

YESTERDAY'S search efforts zeroed in on a small wooded area east of Woodland, Cowlitz County — a three-by-five-mile area south of Merwin Lake.

The F. B. I. said aircraft would search the entire route from Seattle to Reno for the well-dressed, middle-aged hijacker who parachuted from a Northwest Orient Airlines 727 Wednesday night with \$200,000 ransom.

F. B. I. agents and deputy sheriffs have concentrated search efforts in the Wood-

land area because that was where the hijacker last communicated with the crew and where the plane's rear-exit stairs were lowered.

Milnes, however, has said the hijacker could be anywhere, between there and Reno.

THE HIJACKER boarded the jet in Portland Wednesday, showed a stewardess a briefcase in which he said he had a bomb and demanded \$200,000 ransom. He released the plane's 36 passengers and two stewardesses at the Seattle-Tacoma Airport in exchange for the ransom and two parachute assemblies, each consisting of a chest pack and back pack.

One stewardess and the three-man crew were ordered to take him to Mexico City with a first refueling stop in Reno. Shortly after take-off from the Seattle-Tacoma Airport the stewardess was ordered to the cockpit with the crew. When the plane arrived in Reno the man was gone. So was the money, two parachutes and the "bomb" briefcase. The crew expressed surprise that the hijacker wasn't aboard in Reno.

The plane passed over Portland, Medford, Ore., and Red Bluff, Calif., before landing in Reno.

THE F. B. I. agent coordinating the search, Thomas Manning, was strongly convinced the Woodland area was the best bet for finding a trace of the hijacker who used the name D. B. Cooper. Manning said:

"We feel he's in this area. If we have to, we'll cover every square foot of it."

He added:

"We're concentrating our search for a parachute. We think this will give us a clue as to what happened to the hijacker."

"We've determined the hijacker was wearing a sport-type, backpack parachute. That means it would be difficult for him to maneuver if he had any kind of bulk on him at all, and we've been told \$200,000 weighs more than 20 pounds."

Authorities earlier said the ransom was paid in \$20 bills.

Manning said skydivers told him they doubted a man wearing street shoes could jump with a sport-type parachute and land in such a rough area at night without suffering injury.

The F. B. I. agent said the hijacker was "either an experienced jumper or he's crazy."

A composite sketch of the hijacker, based on descriptions provided by witnesses, was issued by the F. B. I. yesterday.

The sketch showed an ordinary-looking man with dark glasses.

(Indicate page, name of newspaper, city and state.)

p. A10 Seattle Times
Seattle, Wash.

Date: 11/28/71

Edition: Sunday

Author:

Editor: Henry McLeod

Title: UNSUB, aka Dan Cooper, Northwest Airlines Fl. 305, Portland

Character: to Seattle, 11/24
or CAA-HIJACKING; EXT

Classification: 164-81

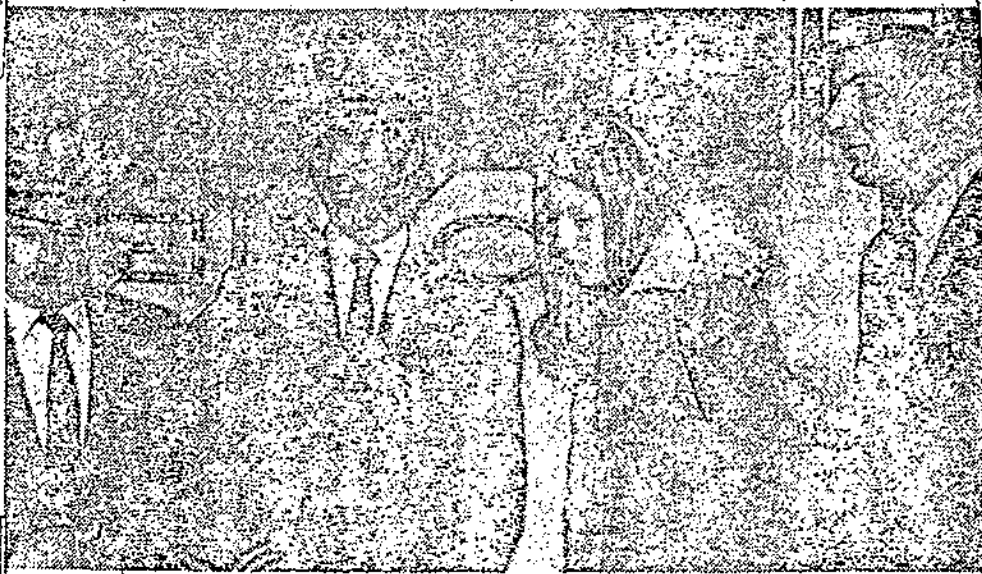
Submitting Office: Seattle

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DB Cooper-22457

(Mount Clipping in Space Below)

VANISHES INTO THIN AIR**Hijacker****parachutes with****\$200,000**

JETLINER CREW . . . give details of hijacking

—AP Wirephoto

(Indicate page, name of newspaper, city and state.)

p.1 The Sun
Vancouver, British
Columbia, Canada

Date: 11/25/71
Edition: Vol. LXXXVI
Author: #45
Editor: William T. Galt
Title: UNSUB, aka Dan
Cooper; Northwest Air-
Lines Fl. 305, Portland
Character: to Seattle, 11/2
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle
☐ Being Investigated

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DB Cooper-22458

RENO, Nev. (AP) — A hijacker apparently parachuted to freedom from a commandeered passenger jet after extorting \$200,000 from Northwest Airlines with a bomb threat, authorities say.

Two of four parachutes obtained by the middle-aged hijacker from airline officials in Seattle were missing when the plane landed here with four crewmen aboard, the FBI reported today.

"There's no way he could have got off in Reno," said Harold Campbell Jr., special agent in charge of FBI operations in Nevada.

"We had the airport covered."

Officials at McChord Air Force base near Tacoma refused to say whether the pilots of three planes that trailed the hijacked Boeing

that altitude no oxygen was required.

"It would be a very safe drop," said John Wheeler, a Boeing Co. spokesman. "He'd be away from flaps and other engines and go straight down."

The FBI's Campbell said to his knowledge no hijacker had ever escaped by parachuting from a plane.

Law enforcement officers with dogs combed Reno International Airport and the surrounding area after the plane landed.

There was no sign of the hijacker, the money or any bomb.

A stewardess said the hijacker had cylinders which looked like dynamite and wires led to a briefcase he carried.

"There's nothing unusual looking about him," said another passenger, Richard Simmons of Seattle. "He is middle-aged and was wearing dark glasses."

After the plane was refueled and the money and parachutes delivered by an airline employee, Flight 305 took off with three crewmen, one stewardess and the hijacker.

The pilot, William Scott, said the plane would have to stop in Reno, 500 miles from Seattle, for refueling on a flight that airline officials said was headed for Mexico City.

But FBI spokesman Campbell later said the hijacker "gave no destination" for the crew to follow.

"We have no information on the man," Campbell told reporters early today. He said

727 airliner saw any parachutes during the flight.

Authorities said the hijacker probably parachuted from the plane sometime after it left Seattle Wednesday night, but apparently there were no witnesses to his escape.

Thirty-six passengers and two stewardesses had been let off the plane in Seattle.

Airline officials said the hijacker locked the remaining four crew members in the cockpit after the plane took off again.

"He's in the back of the airplane and everyone else is in front," Federal Aviation Administration supervisor Art Wibom said during the Seattle-to-Reno flight.

The plane made the run at 10,000 feet with its rear stairwell open so the hijacker could bail out if he chose. At

The hijacker, who officials say probably boarded the plane in Portland, Ore., took over the jetliner shortly before it was to land in Seattle on a flight from Washington, D.C.

A stewardess said he handed her a note, which said he was hijacking the aircraft, and ordered her to relay instructions to officials on the ground that he wanted \$200,000 and four parachutes delivered to him when the plane landed.

He displayed the briefcase and cylinders to the stewardess, officials said.

The passengers apparently were unaware a hijacking was under way.

"The crew just said something might be wrong with the plane," Pat Minsch of Anchorage, Alaska, said in Seattle.

the crew offered a description of the hijacker but he did not elaborate.

Scott said the hijacker "treated us very courteously."

Because the rear door was open, the cabin area lost pressure and the temperature in the plane dropped to seven degrees below zero, FAA officials said.

The cabin lights were shut off on orders from the hijacker, they said.

Other members of the hijacked crew were identified as Robert Tataczak, first officer; Harold Andersen, flight engineer; and Tina Mucklow, stewardess. All were based in Minneapolis.

Campbell said a search for the hijacker would begin in the Portland area.

A passenger list made available by the airline listed Michael Cooper as among those getting off the plane.

(Mount Clipping in Space Below)

HIJACKER VANISHES INTO NIGHT

Associated Press

RENO, Nev. — A man apparently armed with a bomb hijacked a Northwest Airlines jetliner Wednesday night for \$200,000 but was not found aboard the plane when it landed here for refueling near midnight, U.S. Federal Aviation Administration officials said.

The hijacker was given four parachutes by airline officials when the plane left Seattle.

Officials said he may have parachuted from the Boeing 727 while it was in flight or

the craft was due to the possibility that a bomb had been placed in the rear of the plane.

Jack Kiehler, district sales manager for Northwest in Seattle, said the hijacker had locked all four of the plane's crew members in the cockpit during the flight from Seattle to Reno.

The hijacker stayed by himself in the rear of the airplane and did not acknowledge the crew's attempts to communicate with him before the plane touched down in Reno, Kiehler said.

by the hijacker: "Get the show on the road."

Radio communications from the plane indicated the cabin lights were out and the temperature was seven degrees below zero on the flight to Reno. The pilot said cockpit lights indicated the rear door was being operated.

Airline officials said the stairwell must be retracted for take off and landing but could be lowered in flight so the hijacker could bail out if he chooses.

A Boeing spokesman said

jumped out as it taxied up to the airport terminal with its cabin lights out.

As the plane was taxiing toward the terminal, it stopped long enough for the man to escape safely through an emergency exit, the FAA said.

Sheriff's deputies with dogs began a search for him among houses surrounding the airport.

The crew of three men and one stewardess were hustled off the plane into waiting cars 35 minutes after the craft landed. Authorities said the delay in taking the crew off

The hijacker took over the airliner shortly before it was to land in Seattle at 3:30 p.m. on a flight from Washington, D.C.

On the ground at 5:43 p.m., he allowed the passengers and two stewardesses to leave and an airline employee took the four parachutes and the \$200,000 to the plane.

It was not known if the hijacker planned to parachute from the plane, but he ordered the plane to fly with the landing gear and flaps down and the rear stairwell open.

The pilot said he was told

the 727 is one of the few commercial aircraft from which a person could bail out.

"It would be a very safe drop," said John Wheeler. "He'd be away from the flaps and other engines and go straight down."

Wheeler said Boeing had performed an air drop demonstration from the 727 using boxes and "it worked quite well."

A Federal Bureau of Investigation spokesman in Seattle said the FBI had asked the Missoula, Mont., U.S. forest service centre to check on a Michael Cooper in connection with the hijacking.

The FBI spokesman said Cooper "among others" was

(Indicate page, name of newspaper, city and state.)

1 The Province
Vancouver British
Columbia, Canada

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Editor: Paddy Sherman

Title: UNSUB, aka Dan

Cooper; Northwest Airlines Fl. 305, Portland

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•CAA-HIJACKING; EXT

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DB Cooper-22460

being investigated. The spokesman said Cooper boarded the plane in Portland.

In Missoula, Leonard Kraut of the U.S. forest service's smoke jumper training centre confirmed he had "been checking all night for people, the FBI and others," whether there was a Michael Cooper who trained there.

"I'm not saying he never was a smokejumper, I'm just saying he never jumped from this base," Kraut said.

Most of the passengers did not know the plane had been hijacked.

"The crew just said something might be wrong with the plane," said Pat Minsch of Anchorage. "We had no idea there was a hijacking involved until we were off the plane."

While the passengers were in transit.

The two stewardesses were allowed to leave later, but the pilot said the hijacker would not allow a third one to leave.

There was no explanation why the hijacker wanted four parachutes.

A series of fuel trucks shuttled to, and from, the three-engine jet.

Al Lee, a Northwest employee who brought the money and parachutes to the plane, the operator of the passenger ramp, and the fueling crew were the only persons near the plane.

The passengers were mentioned by the FBI before being released.

Simmons said the first word from the pilot was about a hour after the plane had been

scheduled to land, and the pilot said only that there were mechanical difficulties and the plane had to circle to burn off fuel.

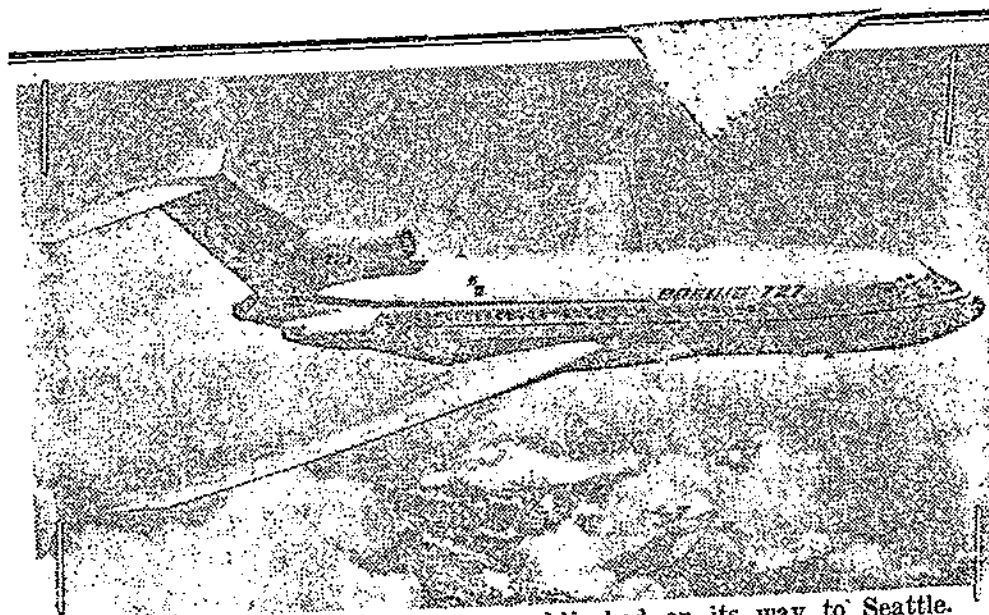
"We knew something was wrong when they let us off on a cold, dark runway," Simmons said.

The man was sitting in back of the plane with the stewardesses, said George Labissolier of Seattle.

"There's nothing unusual looking about him," said Richard Simmons of Seattle, another passenger. "He is middle-aged and was wearing dark glasses."

The plane, hijacked en route from Portland to Seattle, circled the Seattle area for 1½ hours while airline officials arranged to have the \$200,000 and four parachutes demanded by the hijacker brought to the airport.

In Seattle the passengers were allowed to leave the plane, but had to cross another runway to reach a waiting bus which the hijacker refused to allow near the plane. All flights were halted



Airplane similar to this one was hijacked on its way to Seattle.

(Mount Clipping in Space Below)

Hijacker Hunt Near Woodland

BY DICK CLEVER

The search for the skydiving hijacker of a Northwest Airlines 727 jetliner was narrowed yesterday to a five-mile corridor in upper Clark County, sources said.

Meanwhile, The Post-Intelligencer learned that one of the two parachutes apparently used by the hijacker who escaped with \$200,000 ransom was a non-functional training chute.

Linn Emrick, of Sky Sports, Inc., said he supplied the two chest pack parachutes that were put onto the plane Wednesday at Seattle-Tacoma Airport.

The hijacker, known as "D. B. Cooper" to the FBI, had demanded the money and parachutes before releasing the 36 passengers and two stewardesses. He commanded the plane on a flight from Portland to Seattle.

Passengers and crewmen described the hijacker as in his mid-forties, with dark hair, about 6-feet-1, 175 pounds, wearing a black business suit and dark glasses. They said he was "very cool."

Along with the two chestpack chutes from Sky Sports, located in Issaquah, the hijacker was provided with two backpack chutes by Norman Hayden, of Renton Aviation.

The parachutes were obtained by Northwest Airlines officials, who also got \$200,000 in cash from several Seattle banks Wednesday afternoon.

Clark County Undersheriff Tom McDowell said the FBI was searching a five-mile corridor a few miles southeast of Woodland, where a command post has been established.

McDowell said the area pinpointed for the search was based on information given the FBI by Northwest Airlines. Another

source was more specific. He said authorities believe the hijacker bailed out of the low-flying 727 at 8:13 p.m., a little over a half an hour after taking off from Sea-Tac.

The area outlined for a full-scale ground and air search, which begins this morning, is described as "wooded and rugged."

The hijacker boarded the plane in Portland. When the jetliner was airborne, he showed a stewardess a briefcase containing two red cylinders and wires and said he would blow up the plane unless his demands were met.

Departing from Sea-Tac Wednesday night after a tense, two-hour fueling operation, the airliner flew south along what aviation authorities describe as a standard "Victor 23" route over Portland, the Willamette Valley, Eugene, Klamath Falls and finally turned southeast toward Reno, Nev.

When the plane taxied to a stop in Reno, the hijacker, the money, the briefcase, and two parachutes were gone.

Emrick said the missing chestpack chute would not have functioned had the hijacker been forced to use it.

"I didn't know that when I went over and picked it out," he said.

Emrick said the canopy of the chute had been sewn shut and the parachute was

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/26/71
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71
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Classification: 104-01
Submitting Office: Seattle
☐ Being Investigated

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SERIALIZED	FILED
NOV 26 1971	
FBI-SEATTLE	

DB Cooper-22462



—P-I Photo by Tom Brownell

LINN EMRICK OF SEATTLE SKY SPORTS, INC.

Held front-pack parachute of type given hijacker

for ground practice only.

However, it was also learned by The P-I that the type of backpack chute supplied to the hijacker would not accommodate a chest-pack parachute.

Emrick explained that in order to be able to use his chestpacks, the jumper must have two "D-rings" on

the backpack harness to which the chestpack can be attached.

The backpacks, obtained from Renton Aviation, did not have these "D-rings." Earl Cossey, 30, of Seattle, who made the backpack chutes, confirmed this.

Cossey said he made the special chutes for emer-

gency use in aerobatic flying. They do not have attachments for chestpacks.

Authorities were unable to explain the absence of the unusable chestpack. But Seattle area parachutists said it was unlikely the hijacker would have needed it.

Cossey also said the backpack chutes he made six months ago had never been unpacked and the hijacker was the first to use them. He said he was confident his chute "worked fine."

Northwest Airlines and Federal Aviation Administration officials maintained silence on developments in the hijack case, saying only that the FBI has ordered the lid on all sources of information but itself. But the FBI was doing little talking.

Captain Bill Scott, the pilot of the airliner, and the remainder of his crew were flown to Minneapolis yesterday for a late, but no doubt meaningful, Thanksgiving with their families.

A Northwest Airlines spokesman in Minneapolis, headquarters for the line, said the crew would be interviewed by FBI investigators sometime today. Neither the airline nor the crew would make any public statements until cleared by the FBI, the spokesman said.

Law enforcement authorities believe the hijacker was a man with a thorough knowledge of aviation, and parachuting and that he had plotted his daring scheme carefully in advance.

The hijacker's choice of a 727 was a wise one, Boeing officials said, since the rear exit is behind and under the engines.

It was also reasoned by some authorities that the hijacker asked for more than one parachute in order to create the impression he would force a stewardess to jump with him. Thus, authorities would provide properly packed—and un-



—UPI Photos.

CAPT. BILL SCOTT

Hijack plane's pilot



TINA MUCKLOW

Stewardess in air drama

tampered-with chutes.

The hijacker knew enough to order the plane flown with lowered flaps and landing gear with the rear door open. The effect of this was to hold the plane to its lowest possible cruising speed—about 200 m.p.h. The hijacker also ordered the pilot to remain below 10,000 feet, a height at which a man is still able to breath fairly easily.

Seattle parachutists, discussing the hijacker's feat,

are agreed that it is entirely feasible.

Cossey, who made the chute upon which the hijacker's life would depend, expressed in fact, some admiration for the skydiving robber.

But he and other chutists expressed doubts that the hijacker could have held anything in his hands during the jump.

"He would have had to tuck the money someplace or he would lose it," Cossey said.

The chutist also said the hijacker could "free-fall" for as long as 40 seconds if he had jumped from an altitude of 10,000 feet.

"But it's awfully hard to judge altitude at night," he said, adding, "I would think he would want to open the chute soon after he jumps."

FBI agents last night still were unable to identify the hijacker. An agent in Portland said "D. B. Cooper" was the name the man used when he bought his ticket, "but he's probably no more D. B. Cooper than I am."

(A Michael Cooper from Missoula was one of the 36 passengers interviewed briefly by the FBI at Seattle-Tacoma Airport after the plane landed.)

Several Portland area persons active in parachuting activities there were questioned by FBI agents but were unable to offer clues to the hijacker's identity.

The area of Clark County now being searched by the FBI with the aid of deputies from Clark and Cowlitz counties is the area where the pilot last talked with the hijacker.

"If he's in the area, we'll dig him out of the woodwork somehow," an FBI spokesman said.

Or, as Undersheriff McDowell put it: "We're either looking for a parachute or a hole in the ground."

(Mount Clipping in Space Below)

In Brazil - or Woodland \$200,000 question: Who pushed on door at midnight?

By DAVE BIRKLAND

Jess Hatfield spit over the railing on his porch. "Yeah," he muttered, "it could have been him all right."

Hatfield lives in Clark County, five miles south of Woodland, Cowlitz County, in the heart of the area where the Federal Bureau of Investigation is searching for the hijacker who parachuted from a Northwest Orient Airlines jet with \$200,000.

Hatfield, 75, who has four acres in the Denny Creek area, said someone tried to get into his home Wednesday about midnight, the night of the hijacking.

"I was up reading when I heard a noise at the side window," Hatfield said.

His wife, son-in-law, daughter and two grandchildren had gone to bed.

"He tried the knob and pushed on the back door," Hatfield said. "One more push and he would have had a bullet through him. I was ready to shoot him right through the panel."

After he heard the noise he got a shotgun and rifle and put them by his chair, he said.

But the person who had tried Hatfield's back door didn't push again, and Hatfield never fired, and it was too "leafy" to see any footprints the next day, Hatfield said.

Earlier Wednesday Hatfield had been in Woodland, where he heard about the hijacking of the Boeing 727.

The search is being concentrated in Clark County, a fact that makes Hatfield a little edgy. He keeps his rifle by his bed. He said, "You don't catch me sleeping very sound."

Speculation is heard in Woodland bars and restaurants

(Indicate page, name of newspaper, city and state.)

p. All Seattle Times
Seattle, Wash.

Date: 11/28/71
Edition: Sunday
Author: Dave Birkland
Editor: Henry McLeod
Title: UNSUB; aka Dan Cooper; Northwest Airlines Fl. 305, Portland
Character: to Seattle, 11/2 or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

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DB Cooper-22465

that the hijacker had an accomplice and knew the area before he parachuted.

Pete Paulson, a roofer from Woodland, said, "hell, the guy's probably in Brazil by now."

The hijacker knew the area, he had probably flown over it three or four times and he had someone meet him on the ground, Paulson and others speculated.

With an edge of envy in his voice, Paulson said, "From what I've read he seemed like a nice guy, he didn't hurt anybody."

Tom Manning, F. B. I. agent in charge of the search,

said yesterday's search of a 20 square-mile area turned up nothing new in the hilly, wooded terrain.

The search was hampered by low clouds and mist. A deputy sheriff returning from a helicopter search over the area said it was possible to fly only to 1,100 feet before mist and fog obscured vision.

A heavy rain had begun when yesterday's search was called off at 2:10 p. m. A dirt airstrip which paralleled Interstate 5 in East Woodland was used as a base.

Manning was asked if the hijacking may become a plot for an F. B. I. television series.

"It could," he smiled, "but only if we catch 'em."

(Mount Clipping in Space Below)

'The individual'

He took control of Flight 305

By PAUL HENDERSON

He was referred to as the "individual," a middle-aged man who made his play for \$200,000 while Northwest Orient Airlines Flight 305 was preparing for take-off from the Portland International Airport.

His threat was in a note. He handed it to a stewardess. A briefcase was at his side. He said it contained a bomb.

And then the "individual" started verbally dictating instructions from his seat at the rear of the jetliner.

Flight 305 was scheduled to touch down at Seattle-Tacoma Airport at 3:21 p. m. yesterday. But with a hijacker in control, time tables went out the window when the Boeing 727 lifted off the Portland runway.

Seattle wasn't ready for Flight 305 when it appeared on radar screens here. The money was on its way. But the parachutes apparently were not.

The hijacker wanted two parachutes.

Flight 305 went into a holding pattern 25 miles northwest of Seattle. At 4:50 p. m., for the benefit of the hijacker, ground control relayed this message to the jetliner:

"F. B. I. and police have advised no action to be taken. Repeat. No action to be taken.

"We are awaiting his concurrence that you should land."

Flight Capt. William Scott relayed the hijacker's response.

"He wants us in a lighted area so he can see what's going on," Scott radioed.

And, the pilot emphasized, the hijacker wanted the money and parachutes waiting. At 5:02 p. m. they had not arrived.

Then there was dialog between Northwest control and the plane.

Northwest control: "Impress on this man that we are not trying to stall. The money is on its way. It was picked up at more than one bank."

Landing from the north, Flight 305 was to taxi to a darkened area on the southwest corner of the airport.

(Indicate page, name of newspaper, city and state.)

p. C16 The Seattle Times
Seattle, Wash.

Date: 11/25/71

Edition:

Author: Paul Henderson

Editor: Henry McLeod

Title: UNSUB; Northwest Airlines; Flight 305
Portland to Seattle

Character: 11/24/71

or CAA-HIJACKING; EXT

Classification: 104-01

Submitting Office: Seattle

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SERIALIZED	FILED
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FBI - SEATTLE	

DB Cooper-22467

Northwest control: "This is an unlighted area. Maybe he would lie more light out there."

Scott: "I have just communicated with the individual and I have appraised him of the situation. He understands it may not be possible to park the airplane in a totally secure area with lights. He accepts it."

Northwest control: "We don't want the hijacker to think we are going to sneak up on the airplane."

Scott: "We'll play it by ear when we get down there."

Northwest control: "You hold until we have assurance that we have the money and everything."

Northwest control (5:07 p. m.): "The money is at the airport. Now all we lack are two parachutes."

Scott (5:21 p. m.): "He's getting very impatient for those chutes. We are going to have to come up with them pretty quick. He's beginning not to accept the fact that they are coming from another area."

The parachutes had been sought, apparently without success, from McChord Air Force Base. Now they were en route in a State Patrol car from the Seattle Sky Sports airfield near Issaquah.

Northwest control (5:24 p. m.): "They have just advised that the parachutes have arrived. So we'll go down and pick them up and be on our way."

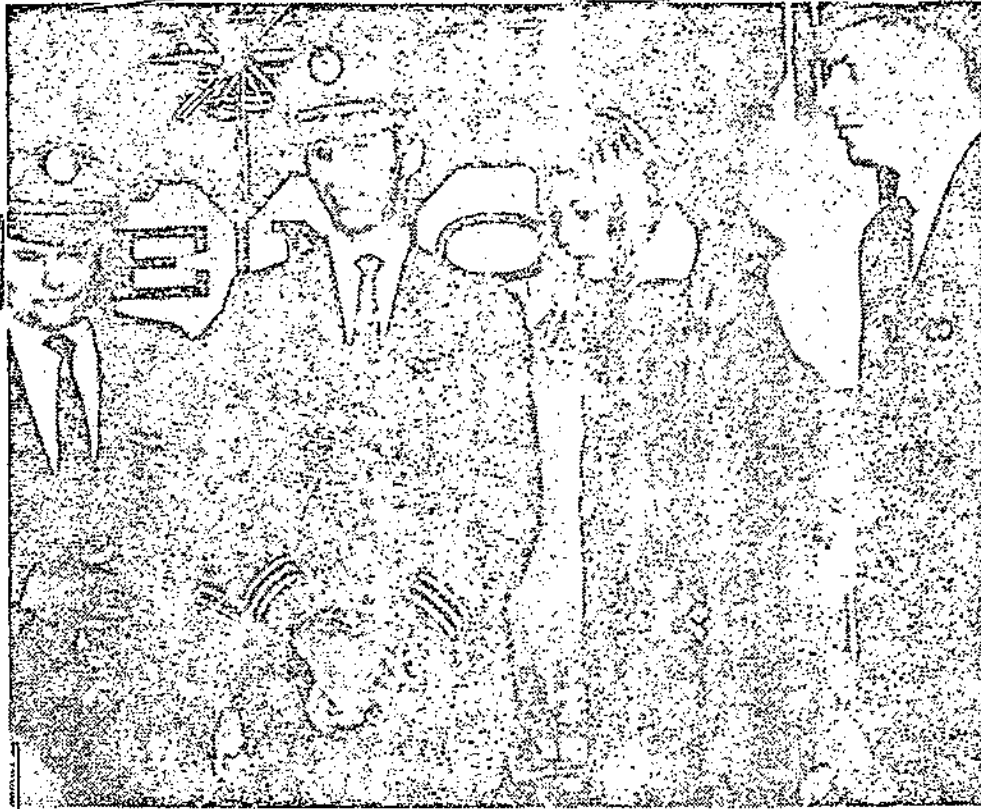
Northwest control (5:39 p. m.): "Everything is ready for your arrival."

Flight 305 touched down in the darkness at 5:45 p. m. and stopped in a far corner of the field with its lights blinking.

Scott (5:47 p. m.): "We'll ask you to stay there until we can coordinate with our friend in the back."

Scott (5:48 p. m.): "He says to get the stuff out here right now."

Two parachutes and a suitcase containing \$200,000 had been loaded into a Northwest Orient courier car. It pulled out from Concourse A, heading for the blinking lights.



Questions for the crew

The crew of the hijacked Northwest Orient Airlines 727 answered questions after they landed late yesterday in Reno. From left were Capt. William Scott; Robert Rataczak, first officer; Tina Mucklow, a stewardess, and Harold Anderson, second officer.—A.P. wirephoto.

Following the hijacker's instructions, a single stewardess walked out of the plane and reboarded with the parachutes and suitcase.

Thirty minutes later 36 passengers walked out of the airplane to a waiting bus. One by one, they filed into the Northwest Orient V. I. P. room on Concourse B for inter-

views with agents from the Federal Bureau of Investigation.

A businessman in a ruffled suit, an airman in uniform, a middle-aged woman with red hair, two men wearing Stetsons, a teen-ager in a ski jacket . . .

Most of them were smiling. A few were grinning ear to ear.

(Mount Clipping in Space Below)

Hijacker's 'twin'

* * * * *

Looks, hobby plague Seattle sky diver

By DON HANNULA

Put a pair of dark glasses on Seattle's Bill Whitney and you've got a remarkable resemblance to a composite sketch of the 'Thanksgiving-Eve jet hijacker who parachuted away with \$200,000 ransom.

Add the fact that Whitney is a co-holder of the Northwest sky-jumping altitude record at 30,000 feet and the result is suspicion.

That suspicion by Whitney's sky-diving acquaintances led to his being questioned for 5½ hours Thursday by the Federal Bureau of Investigation.

The look-alike problem has bothered Whitney, 3828 Whitman Ave. N., who earns his living in the sound-equipment business.

"It's nice to be remembered, but not this way," Whitney said. "It would be nice to look like a movie star or something, but not a guy who pulled a job."

Whitney said: "I know a lot of jumpers up and down the coast. I understand a lot of them looked at that sketch and thought of me. The whole point is I didn't do it and I don't need that kind of reputation."

WHILE WHITNEY'S facial features resembled the F. B. I. composite sketch drawn from descriptions by witnesses, his height, weight, age and complexion didn't match those given for the hijacker.

Whitney is 5-feet-8 and about 140 pounds. Witnesses said the hijacker was 6 feet and 175 pounds. They said the hijacker had an olive complexion. Whitney is fair-skinned. The hijacker was described as middle-aged — between 40 and 50. Whitney is 33 with prematurely receding hair.

After the hijacker showed a stewardess what he said was a bomb, commandeered the Northwest Orient Airline, 727 November 24, and released the passengers in Seattle for \$200,000 and four parachutes, he bailed out somewhere between Clark County and Reno, Nev.

Immediately the F. B. I. began checking out anyone with parachuting experience.

Whitney, who has made some 300 jumps since taking up the sport in 1965, said he first heard that he was being sought for questioning Thursday.

He said: "I heard the F. B. I. was looking for me and I said: 'Oh, brother.' I figured, rather than have them pick me up on the street or somewhere, I'd call them." When he did, they said, yes, the F. B. I. did want to talk to him.

"If I had been guilty, I'd be in jail right now," Whitney said.

Whitney said a San Francisco newspaper reporter also flew to Seattle to interview him after a San Francisco sky jumper told the reporters he was convinced Whitney was the skyjacker.

WHITNEY SAID his problems were compounded by having few people to verify where he was the Wednesday of the hijacking. The bachelor said he drove to Bellingham about 7:30 a. m. and spent some time with this partner in the sound-equipment business, returning to the Northeast Seattle home of his partner about noon. He said his partner returned about 6:30 or 7 p. m. and saw him at the home. He said he couldn't recall anyone else seeing him. Whitney said he spent Thanksgiving Day at his parent's home in Tacoma.

"Another thing, I wear dark glasses a lot," Whitney said. The skyjacker was wearing dark glasses.

Whitney is convinced the skyjacker got away. He does not consider what the skyjacker was reported to have done as difficult. "I could have done it, yes, but I didn't," Whitney said.

But Whitney also believes the hijacker will be caught eventually — that he won't be able to resist telling some one some day. Whitney said: "If they ever make a movie of this, I'd be happy to play his part."

(Indicate page, name of newspaper, city and state.)

P.C.

Seattle Times
Seattle, Wn.

Date: 12/5/71

Edition:

Author: Don Hannula

Editor: Henry MacLeod

Title: UNSUB; aka Dan

Cooper, Northwest

Airlines Flight 305,

Portland to Seattle

Character: 11/24/71

or CAA: HIJACKING; EXT

Submitting Office: 164-81

Seattle

☒ Being Investigated

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DB Cooper-22470

[redacted] voluntarily appeared at the
Seattle Office for whatever assistance he
could offer. [redacted]

b6
b7c

[redacted] He had been
eliminated as a suspect by independent
investigation prior to this interview and he
was not interviewed as a suspect but only as a
volunteer.

Date 12/6/71

To: ~~XX~~ Director

Att.: CRIME RESEARCH
SECTION

FILE SEfile 164-81
BUfile 164-2111

- ☐ SAC _____
☐ ASAC _____
☐ Supv. _____
☐ Agent _____
☐ SE _____
☐ IC _____
☐ CC _____
☐ Steno _____
☐ Clerk _____

Title UNSUB, aka
Dan Cooper
Northwest Airlines
Flight 305
Portland to Seattle
11/24/71
CAA - HIJACKING;
EXTORTION

RE: Attached article appear-
ing in "Seattle Times"
12/5/71.

☐ Rotor #: _____

ACTION DESIRED

- | | |
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| <input type="checkbox"/> Acknowledge | <input type="checkbox"/> Open Case |
| <input type="checkbox"/> Assign _____ Reassign _____ | <input type="checkbox"/> Prepare lead cards |
| <input type="checkbox"/> Bring file | <input type="checkbox"/> Prepare tickler |
| <input type="checkbox"/> Call me | <input type="checkbox"/> Return assignment card |
| <input type="checkbox"/> Correct | <input type="checkbox"/> Return file |
| <input type="checkbox"/> Deadline _____ | <input type="checkbox"/> Search and return |
| <input type="checkbox"/> Deadline passed | <input type="checkbox"/> See me |
| <input type="checkbox"/> Delinquent | <input type="checkbox"/> Serial # _____ |
| <input type="checkbox"/> Discontinue | <input type="checkbox"/> Post <input type="checkbox"/> Recharge <input type="checkbox"/> Return |
| <input type="checkbox"/> Expedite | <input type="checkbox"/> Send to _____ |
| <input type="checkbox"/> File | <input type="checkbox"/> Submit new charge out |
| <input type="checkbox"/> For information | <input type="checkbox"/> Submit report by _____ |
| <input type="checkbox"/> Handle | <input type="checkbox"/> Type |
| <input type="checkbox"/> Initial & return | |
| <input type="checkbox"/> Leads need attention | |
| <input type="checkbox"/> Return with explanation or notation as to action taken. | |

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Sul B.

Re: Interview with [redacted]

[redacted] interview of [redacted] actually took place between [redacted]

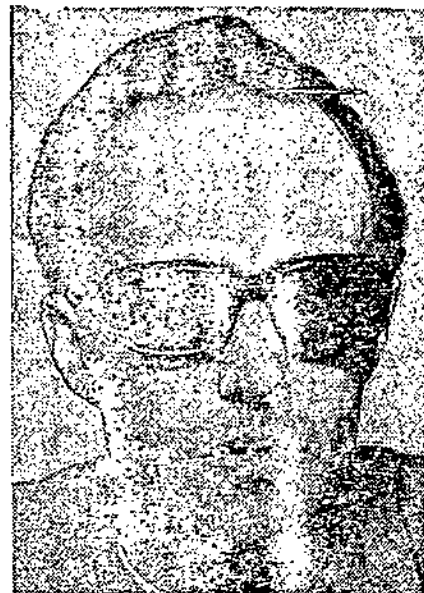
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SERIALIZED
INDEXED
FILED
See reverse side

SAC

Office

SEATTLE

DB Cooper-22472



At left, Bill Whitney discussed his "look-alike" problem . . . center, a composite sketch of the hijacker . . . right, Whitney in dark glasses.

(Mount Clipping in Space Below)

Search pressed for hijacker

Search crews went into the field and into the air again today as the hunt continued for the daring Northwest Orient Airlines hijacker who parachuted from a 727 jet with \$200,000 in ransom Wednesday night.

A 100-man posse, aided by 10 Clark County sheriff's patrol cars and six helicopters, fanned out again in a five-mile line through the mountain foothills near Woodland.

An eight-hour search yesterday produced nothing, Tom Manning, Federal Bureau of Investigation coordinator, said.

Manning said the hijacker had to be "either crazy or an experienced jumper" to make it. He said the money he carried with him when he left the rear stairs of a 727 jetliner weighed 24½ pounds.

AUTHORITIES disclosed yesterday that the \$200,000 was supplied in \$20 bills—a packet of 10,000 bills that weighed 24½ pounds and measured 8 by 6 by 27 inches.

"We checked reports of possible sightings but they all proved false," Clark County Sheriff Eugene Cotton said.

About 25 to 35 sheriff's deputies and Federal Bureau of Investigation agents were contacting residents on the ground while two helicopters looked for a parachute yesterday afternoon.

A 20-square-mile area east of Woodland was being checked even though F. B. I. officials said the hijacker could have bailed out anywhere between there and Reno.

William Scott, pilot of the plane, said he complied with the hijacker's request to darken the cabin, fly no higher than 10,000 feet and leave the rear stairs down. Scott said indicator lights in the cockpit showed the rear stairwell was being operated as the plane flew over the Woodland area, shortly after takeoff from Seattle.

It was also the last communication between the hijacker and the crew.

F. B. I. AGENTS told searchers to look for two white parachute canopies and parts of a pink one found open and torn aboard the plane when it landed. The agents speculated that the hijacker might have used parts of the torn parachute to tie packets of money to his body.

The hijacker also took some of the plane crew's food rations with him when he jumped.

Cotton said temperatures outside the plane were below zero when the door was opened and it was assumed the hijacker couldn't have withstood the cold too long.

THE HIJACKER, who boarded the plane in Portland, showed a briefcase to a stewardess en route to Seattle and told her it contained a bomb. He demanded \$200,000 and two parachute assemblies, each consisting of a back pack and chest pack.

When he received the \$200,000 and the parachutes at the Seattle-Tacoma Air-

port, he released 36 passengers and two stewardesses, then ordered the three-man flight crew and one stewardess to take him to Mexico City. The plane headed for Reno for a refueling stop.

The hijacker was gone when the plane landed in Reno Wednesday night.

Florence Schaffner, 23, of Minneapolis, the stewardess, first contacted by the hijacker, said in Minneapolis yesterday she thought the hijacker was "trying to hustle me" when he handed her a note.

She said: "I stuffed the note in my purse and he motioned that I should take it out and read it."

Miss Schaffner did. It said the man had a bomb.

Capt. William Scott, pilot of the plane, said he was surprised when the plane landed in Reno and the hijacker was gone. Earlier reports said the pilot believed the man parachuted out over the Woodland area. Scott said that when the plane landed in Reno:

"I STEPPED into the cabin and asked if there were any more instructions, but there was no answer. I looked around the curtain and determined he was not there."

Stewardess Tina Mucklow, 22, of Richfield, Minn., said she sat with the hijacker when the plane left Seattle but was ordered forward with the rest of the crew shortly after takeoff.

"He was not nervous," she said. "He seemed rather nice, and he was never cruel or nasty."

(Indicate page, name of newspaper, city and state.)

p. A4 Seattle Times
Seattle, Wash.

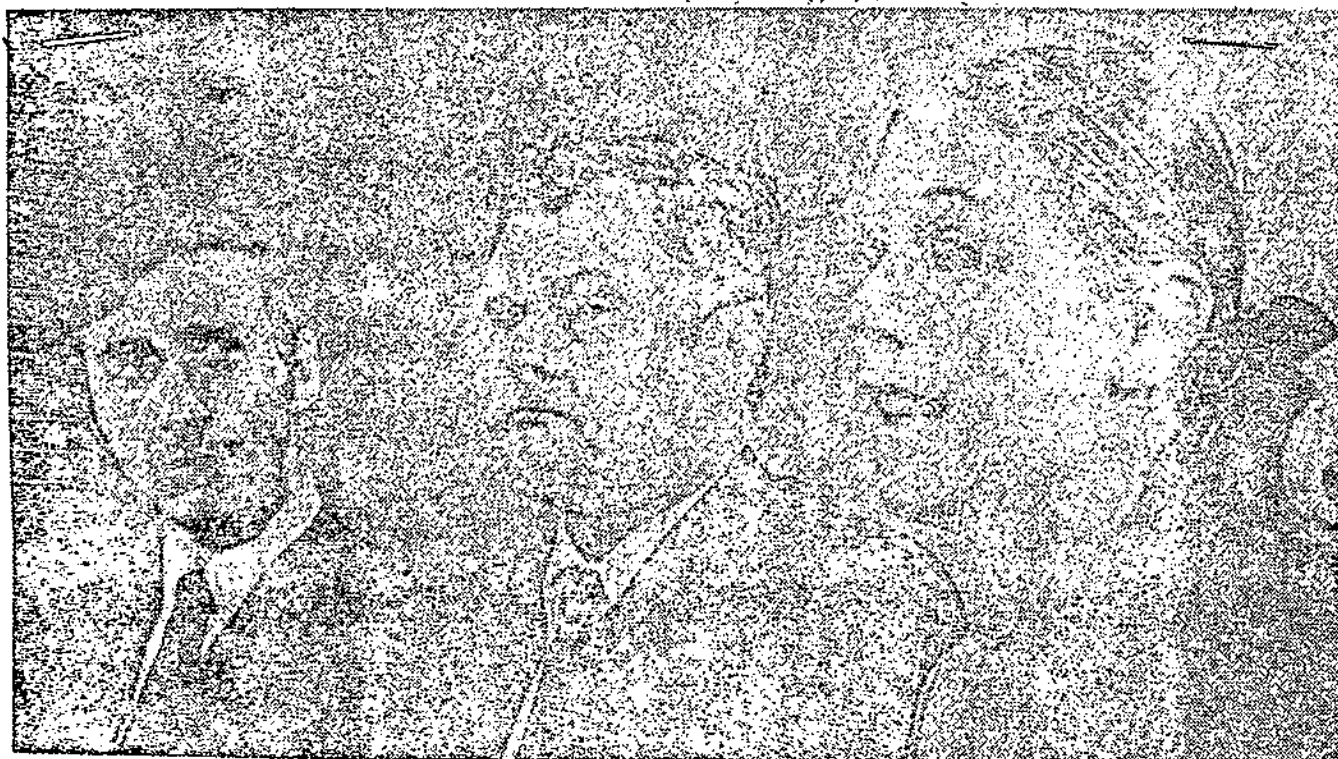
Date: 11/27/71
Edition: Sunset Final
Author:
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle, Character: 11/24/71
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FBI-SEATTLE	

DB Cooper-22474



Three members of the crew of a hijacked Northwest Airlines jet discussed the experience yesterday at a news conference in Minneapolis. They are, from left, William Rataczak, William Scott and Tina Mucklow, all of the Minneapolis area.—A.P. wirephoto.



F.B.I. agents searching for the hijacker of a Northwest Airlines jet checked a map yesterday at search headquarters in Woodland, Clark County.—A.P. wirephoto.

(Mount Clipping in Space Below)

Sketch Made Of Hijacker

BY DICK CLEVER

Who is the man who parachuted from a hijacked Northwest Airlines jetliner to commit one of the most daring acts of air piracy in aviation history?

As of last night, the hijacker's identity remained a mystery, as did the whereabouts of the \$200,000 he took as ransom money for 36 passengers and two stewardesses.

The FBI has been characteristically tight-lipped. But the agency did release a composite sketch of a thin, dark, middle-aged man wearing dark glasses.

And FBI agents vowed to search the entire route between Seattle and Reno, Nev., flown by the hijacked Boeing 27.

Along with the FBI sketch, a personality pattern of the hijacker began to emerge yesterday.

He was obviously a meticulous planner, an intelligent individual who plotted his escape carefully. A calm, conservatively

dressed "straight-looking" type, he did not fit the so-called profile of a typical hijacker.

He knew the capabilities of the Boeing 727 and that it was probably the only commercial jetliner from which a parachutist could safely leap.

The amount of money — \$200,000 — was a large amount, but still a sum that could be raised by an airline in a short period of time. The weight of the 10,000 twenty-dollar bills, at about 24 pounds, would be light enough to handle in a parachute jump if the bills were properly packaged.

But twenty-dollar bills are small enough not to cause a great deal of suspicion when being passed.

At 6-feet-1 and 175 pounds, the hijacker was probably in good physical condition for a man in his mid-forties.

The hijacker chose a "bomb" as his weapon rather than a firearm. Some law officers speculated that the man wanted to create the fear that a possible madman was at work who had no fear of losing his own life if his demands were not met.

Most authorities believe the hijacker was an experienced jumper. But they believe his experience was in military jumping, or combat jumping, rather than sport parachuting.

Earl Cossey, president of Sky Sports, Inc., and Seattle parachuting club, shares that theory.

"He knew about military chutes," Cossey said. "Because when he found out they were sending some chutes up from McChord Air Force Base, he turned them down."

Cossey explained that the military chutes were the type that open immediately after the jumper exits from airplane. This would not allow the chutist to fall free of the military observation planes that were following the hijacked liner.

(Indicate page, name of newspaper, city and state.)

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Seattle, Wash.

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Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
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CAA-HIJACKING; EXT
Classification: 164-S1
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FBI - SEATTLE	

DB Cooper 22477

As it turned out, the weather was such that the military jets would have been hard pressed to see a chutist jump.

Cossey said it appeared to him that the hijacker was unfamiliar with the various types of non-military parachutes available. So were Northwest Airlines official.

They obtained two backpack chutes from Renton

Aviation, chutes used by aerobatic flyers. The chutes do not accommodate chest-pack "reserve" chutes. Furthermore the aerobatic chutes open immediately after the rip cord is pulled, not in stages, as do the types used by skydivers to ease the shock.

Cossey believes that the hijacker "got quite a shock" when he leaped from the 727 at 200 miles per hour and opened the backpack chute provided to him by Renton Aviation.

Cossey should know. He is an experienced chutist himself and he personally packed three of the chutes the hijacker was given. The fourth was a "dummy" chestpack chute used by Sky Sports for ground training.

Thus it is believed that the hijacker may be an ex-paratrooper or former Army Ranger, experienced in the hard realities of combat and survival.

The FBI refused to say whether it is investigating persons with criminal records who may have served as paratroopers or may have had military parachuting experience.

"We're just not commenting on that kind of detail," an agent in Portland said.

The hijacker had to be resourceful. He had asked for the money in a knapsack.



THE FBI in Portland, Ore., yesterday released this artist's conception of the suspected skyjacker who parachuted Wednesday evening from a Northwest Airlines 727 jetliner after collecting \$200,000 in ransom in Seattle. — (UPI Photo.)

Instead he received it in a cloth sack that he would have to find a way to bind to him during the jump.

Law officers are continuing to search an area of Clark County where it is believed the hijacker could have made his jump. But they are not optimistic about finding the hijacker, or his parachute.

"If he was smart enough to plan it out this far he

sure as hell won't leave the parachute around for us to find," said one deputy.

When he jumped, the hijacker leaped into history and into the imaginations of millions. Even some deputies engaged in the search have expressed admiration for their quarry.

The Little Man, the average Joe who only lives such high adventure in day dreams, seems to have adopted the mysterious skydiving hijacker as some sort of hero.

"Boy, he really pulled one off, didn't he?" is a typical comment.

Eyes gleam, a chuckle rises in the throat, and the average Joe dreams of what it would be like to make a clean getaway with \$200,000 of the "system's" money with nobody getting hurt but the system.

But law officers and airline officials are gravely troubled. They see a danger in the glorification of this kind of swashbuckling air pirate. This time nobody was physically hurt, they admit. But what about next time?

Authorities agree that, indeed, it was a dashing, daring crime. But, they point out, the man who did it is a criminal and must pay the penalty.

And pay he will, if they catch him.

(Mount Clipping in Space Below)

Air Force pilots following hijacked jet didn't see jump

Pilots following a hijacked Boeing 727 Wednesday night were unable to see the hijacker parachute from the plane because of cloudy weather and the hijacked jet's low speed.

A McChord Air Force Base spokesman said yesterday that two F-106 jet interceptors from the 318th Fighter-Interceptor Squadron were sent from McChord to trail

the Northwest Orient Airlines jet. A T-33 jet trainer on a training mission was diverted to follow the airliner and two Idaho Air National Guard F-102 jet interceptors from Boise also were dispatched.

"It would be extremely difficult to follow a jet flying 165 knots (the estimated speed of the hijacked jet) in an F-106," said Col. Roy King, deputy for operations

for the 25th NORAD Region at McChord. He said there were clouds at 10,000 feet, the hijacked jet's altitude, and that the fighter pilots had very little visual contact with the plane, relying mainly on radar.

King said the jet fighters would have had to either fly past the hijacked jet and turn around or make "S" turns behind it.

The "S" turns probably would have taken about two miles on either side of the center line of flight, he said.

"Besides, you probably wouldn't want to get too close to the plane with an erratic character in there," he said.

In the daylight it might have been possible for a pilot to see whether the 727's rear exit ramp was open, King said. At night it would have been impossible, he said.

Two more F-106s from Hamilton Air Force Base, Calif., and an HC-130 rescue plane joined in following the hijacked 727 about 50 miles south of the Oregon-California border. Those pilots also saw nothing, the McChord spokesman said.

(Indicate page, name of newspaper, city and state.)

p. A4 Seattle Times
Seattle, Wash.

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DB Cooper-22479

(Mount Clipping in Space Below)

—Amateurs— hunt dollars, not hijacker

WOODLAND, Clark County — (UPI) — A parade of autos, pickup trucks and motorcycles wound through the rolling foothills of the Cascade Mountains yesterday, carrying people seeking a fortune that might never be found.

No one readily admitted he was looking for some or all of the \$200,000 ransom a hijacker collected Thanksgiving Eve before he bailed out somewhere between Seattle and Reno, Nev.

In fact, although the Federal Bureau Investigation was using the Southwest Washington foothills as their operations base in searching for the hijacker, they were merely working on a hunch—no solid evidence—that he had bailed out in the area.

BUT THEY came anyway, 1971-style gold rushers tempted by the lure of easy money and undaunted by the long odds against their success.

In a gas station, three Portland-area girls home from college for the Thanksgiving holiday admitted they entertained fantasies of finding the hijacker's loot.

One girl identified herself only as Anita. She and her two companions had driven to this area "just to have a look around." That was the initial reason.

"You start thinking about it," Anita said, "and you realize maybe he didn't live through the fall and there's \$200,000 sitting all alone in the woods."

Would she turn it in? Anita smiled.

"It would be tempting to keep it," she said, "even if they offered a reward for its return."

A YOUNG farmer in a battered pickup truck stopped at a combination gas station-general store at one of the many crossroads in the search area.

As he manned the gas pump himself, his two children smiled and waved from the cab of the pickup. At first his story was that he was "headed into Battle Ground for a few things at the grocery."

But as the conversation covered the hijacking and the unusually heavy traffic on the North Clark County roads, his talk turned to "what a man could do with that kind of money."

He removed an old rag from the cab, carefully wiped some spilled gas from the side of the truck and commented how "even a good Christian man" would be tempted to keep the money.

"A lot of people in Clark County are having to go on welfare because they lost jobs," he said, "and a man could buy himself a pretty nice farm with that kind of money... even if he had to go to Australia."

(Indicate page, name of newspaper, city and state.)

p. A1 Seattle Times
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DB Cooper-22480

SOME OF THOSE who weren't driving the rural roads looking for money, are rooting for the hijacker.

"That guy is smart," a waitress said. "He's probably in Mexico laughing about all these federal agents looking all over Washington for him."

Even a deputy sheriff taking part in the search said: "You can't help but admire the guy."



Special Agent Tom Manning of the Federal Bureau of Investigation mapped out search sectors in the hunt for the hijacker of a Northwest Orient Airlines jet. — A.P. wirephoto.

(Mount Clipping in Space Below)

Aviation Officials Perplexed

Latest Hijacking Climax to List of Woes

BY AL WATTS

P-I Aerospace Writer

Aviation officials, especially those of Northwest airlines, have to be wondering, "What's next?" following the imaginative and bold actions of a middle-aged hijacker.

The commandeering of a Boeing 727 trijet en route from Portland to Seattle Wednesday night wove a plot which conceivably could have been dreamed up by TV writer Rod Serling.

A man as yet unlocated was hardly a typical hijacker. He was described by fellow passengers as "relaxed" — a cool minded extrovert, rather than a desperado wanting to fly to Cuba.

And this man, who obviously knew more than a little about airplanes, established some records in the infamous arena of hijacking — which could qualify him as an anti-hero.

The hijacker, at large somewhere between Seattle and Reno after bailing out of the hijacked jet on Thanksgiving eve, chalked up these "firsts":

- Parachuted from the rear end of a 727 trijet with the plane's flaps and wheels down.

- Collected the largest amount of ransom money — \$200,000 — ever paid by a U.S. airline.

- Pulled off the first Seattle area skyjacking.

This latest of 11 successful hijackings of commercial airlines in the U.S. this year may have an adventure-story ring to it and have established a hijacker's twisted creativity but Northwest Airlines officials were thankful of just one thing yesterday:

The safe return of 35 passengers and a flight crew of six.

"Thanksgiving has particular meaning to us," a Northwest spokesman remarked, "because we were grateful that nobody was injured or killed."

Federal Aviation Administration and airline officials yesterday remained tight-lipped about the hijacking, on orders of the Federal Bureau of Investigation, and said they would make no comments until the hijacker is brought into custody.

The \$200,000 ransom, collected from Seattle banks, was a record for the U.S., but Qantas Airways of Australia was forced to pay \$560,000 on a bomb hoax flight from Sydney to Hong Kong last May 26.

That episode, involving a phone caller who told the airline there was an altitude-sensitive bomb aboard the Boeing 707, was a carbon-copy of Rod Serling's plot of "Doomsday Flight," a made-for-TV movie.

And the real thing made

Serling (of "Twilight Zone" fame) wish he had never thought up the story.

Now, with this week's skydiving hijacker, the TV scribes will have some factual material.

"We'll probably see the whole thing on TV's 'The FBI' in a couple of years," remarked Ed Simonds, public relations chief at Seattle-Tacoma International Airport.

And what aeronautical madness lies ahead for Northwest, which has had more than its share recently?

The airline in mid-September had Garfunkel, the Cat and Bandit, the Dog — two pets who were stowaways in the caverns of 747s, both of which were soon liberated.

Then, two weeks ago, a Northwest 747 bound for Sea-Tac from Tokyo had to delay its landing two hours because of an unclaimed briefcase spotted by a sky marshal. The briefcase, left behind by an absent-minded passenger, was thought to have a bomb in it, and if so, the device could be pressure sensitive and explode at a lower altitude.

Finally, along came this week's skyjacker and his parachutes.

Rather ironically, whether he knew it or not, the hijacker received his \$200,000 ransom from one of the most consistently profitable airlines in the business.

(Indicate page, name of newspaper, city and state.)

p. A3 Seattle Post-Intelligencer

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DB Cooper-22482

(Mount Clipping in Space Below)

Jet crew doesn't know where hijacker jumped

Crew members of a Northwest Orient Airlines 727 jet hijacked Wednesday said in Minneapolis today they had no idea when the hijacker parachuted from the plane, with his \$200,000 ransom on a flight from Seattle to Reno. (However, the last communication between the hijacker and the crew was while the plane was over Clark County. This resulted in an intensive search of the area around Woodland. See A 7.)

"We first knew that he was not aboard when we arrived in Reno," Capt. William Scott, Medicine Lake, Minn., pilot of the plane told the United Press International. He said that the hijacker said his final destination was Mexico.

"When we landed at Reno, we thought he still was aboard," Scott said. "We were trying to call him on the P. A. (public address) system. I stepped into the

cabin and asked if there were any more instructions, but there was no answer. I looked around the curtain and determined he was not there."

The curtain separates the first-class and coach compartments on the plane. Scott said the flight crew "never left the cockpit. The flight crew never saw the man."

A STEWARDESS, Tina Mucklow, 22, Richfield, Minn., who remained with the hijacker while the other two stewardesses and 30 passengers disembarked at Seattle, said she sat with him for about four hours on his orders.

"I just kept communicating with the cockpit," she said. "Anything he asked for, I passed on to the cockpit."

"He was not nervous. He seemed rather nice, and he was never cruel or nasty," she said.

The hijacker had ordered the flight down at Seattle to pick up the ransom money and four parachutes. The plane then headed for Reno. Scott said it flew at about 180 knots at about 10,000 feet altitude most of the time. Scott said the hijacker did not specify the route.

ASKED if there was any attempt to stop the hijack attempt while the plane was on the ground, the first officer, William Rataczak, Burnsville, Minn., said there was

not. "He relayed his requests, and his requests were met," he said.

Scott said one of the most tense moments in the ground halt at Seattle was a delay in fueling, apparently because of a vapor lock in one of the lines.

Miss Mucklow, discussing the time interval in which the hijacker jumped, said that "right after the takeoff (from Seattle) he said, 'Go to the cabin, pull the curtain, and don't come back.'" She said she obeyed him.

(Indicate page, name of newspaper, city and state.)

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DB Cooper-22483

(Mount Clipping in Space Below)

Hijacker: There's Still Not A Trace

BY DICK CLEVER

P-I Staff

WOODLAND, Clark County — The man who hijacked a Northwest Airlines jetliner may have parachuted into the darkness over the gently rolling and wooded hills of this Southwest Washington countryside with his \$200,000 ransom money.

At least that's the best hunch law officers had to work with yesterday, based on information passed to them by Northwest's headquarters in Minneapolis.

The "cool" middle-aged air pirate, who vanished Wednesday night somewhere between Seattle and Reno, Nev., left law officers and airline officials stunned by disbelief. Some even expressed admiration for the hijacker's skill and daring.

"You have to admire the guy, in a way," said one Clark County deputy privately. "If he made it, he's really pulled one off."

Crew members of the 727 jetliner said in Minneapolis yesterday they had no idea when the hijacker parachuted from the plane.

Capt. William Scott, pilot of the aircraft, said the hijacker ordered the rear door of the plane opened shortly after take-off from Seattle-Tacoma Airport.

"We never heard from him again, but we assumed he was there," Scott said.

The hijacker had enforced his demands for money and parachutes by displaying a device made from two red cylinders connected by wires to a briefcase.

Tina Mucklow, the stewardess who remained aboard for the flight to Reno after the 36 passengers and two other stewardesses were released, said of the hijacker:

"He was impatient for a time, but never

cruel, nasty or impolite to me in any way."

Scott said the hijacker did not specify any route between Seattle and Reno. And he discounted any possibility that the man could have received a signal from an accomplice from the ground because of the low clouds encountered by the plane during most of the flight.

Scott said the hijacker apparently tied himself to a seat to prevent being swept out the door when it was first opened. In Woodland, authorities were to resume this morning what some authorities confided may be a futile search for clues to the hijacking.

Undersheriff Tom McDowell told The P-I, "we hope to find something."

Tom Manning, of the FBI's Longview office, was coordinating search efforts from the command post here.

Authorities were aided by helicopter pilots from Weyerhaeuser Company and the Bonneville Power Administration who are familiar with the terrain to be covered.

A 150-square mile area roughly diamond-shaped was marked off on a map and divided into six sectors for search teams.

Manning said the information and date by which the area was defined was fed into a computer at Ft. Lewis. He said the information was partly based upon flight data provided by Northwest.

Weather reports indicate there was a southwesterly wind of about 30 miles an hour blowing through the Clark County foothills at about the time officials think the hijacker might have jumped. Manning said the plane was flying 200 miles per hour at an altitude of 7,000 feet as it passed over Clark County.

Expert parachutists in Seattle said a chutist could drift as much as three miles from the starting point of his jump in those wind conditions.

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Experts say the hijacker could survive a jump under the conditions he was faced with if he was an experienced jumper. All evidence gathered so far indicates the man was, indeed, experienced.

Members of parachute clubs in the Portland area have already been contacted by FBI agents searching for clues to the hijacker's identity. It has been estab-

lished that the man boarded the plane in Portland.

The hijacker demanded and received four parachutes along with 10,000 \$20 bills. The package of bills, according to Northwest authorities, weighed 24½ pounds and measured eight by six by 27 inches.

When the plane landed in Reno the air pirate, his booty and the brief case were gone.

Manning said one of the remaining parachutes was partially torn. He said the hijacker may have used pieces of that chute to bind the money to him when he jumped.

Crew members said in Minneapolis that the hijacker had demanded the money in a knapsack and was angry when it was delivered in a white cloth sack.

Experts say that unless the man had found a way to bind the money bag to him, he would have lost it.

"At that speed anything he carried would be ripped out of his hands," said Earl Cossey of Sky Sport, Inc., a Seattle parachutist club.

It was Cossey who packed three of the four chutes provided by Northwest Airlines to the hijacker. The fourth

chute was a ground training chute and would not have functioned had the hijacker been forced to use it, Cossey said.

Yet that training chute, a chestpack "reserve" parachute was one of those missing from the plane when it landed in Reno. Cossey said the hijacker would have used the backpack chute first, however. And he said it would "work fine."

An Air Force spokesman said yesterday that as many as eight military aircraft were trailing the hijacked liner.

A spokesman at McChord Air Force Base said two F106 fighters were dispatched from there and were joined by a T33 jet trainer already airborne.

He said two F102 fighters were sent by the Idaho Air National Guard at Boise. A C130 rescue aircraft with rescue parachutists aboard was launched from Hamilton AFB, just north of San Francisco.

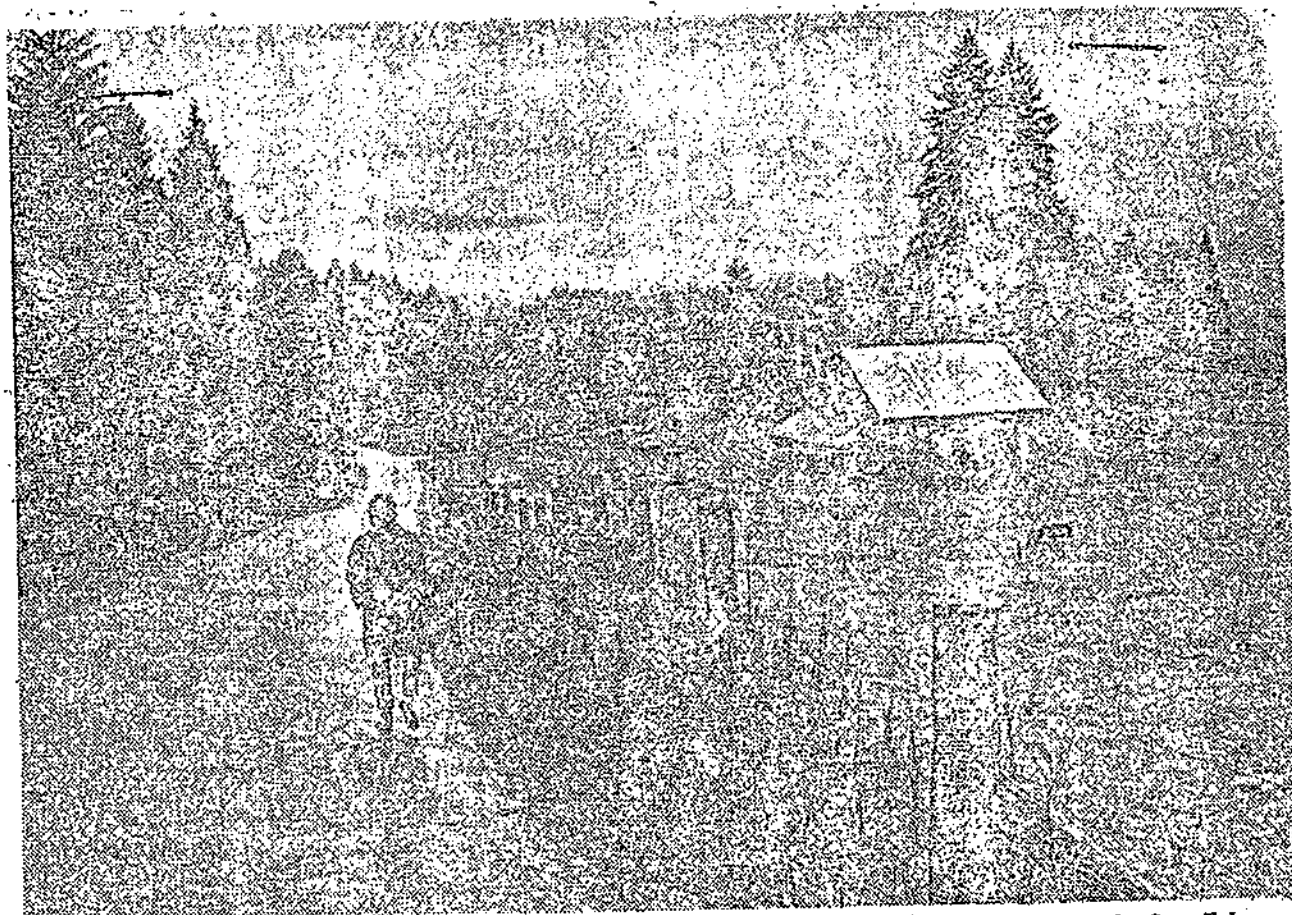
Finally, the Air Force spokesman said, two more F106s already airborne over California joined in shadowing the Boeing 727.

However, officials said,

the military planes were not able to maintain constant visual contact with the liner because of the weather conditions and the slow speed at which it was flying. None of the pursuing planes saw a parachutist jump from the 727, the offi-

cial's said.

The search resumes today in the bucolic, sparsely populated back country of Clark County for a man who law officers concede will be difficult, perhaps impossible, to find whether dead or alive.



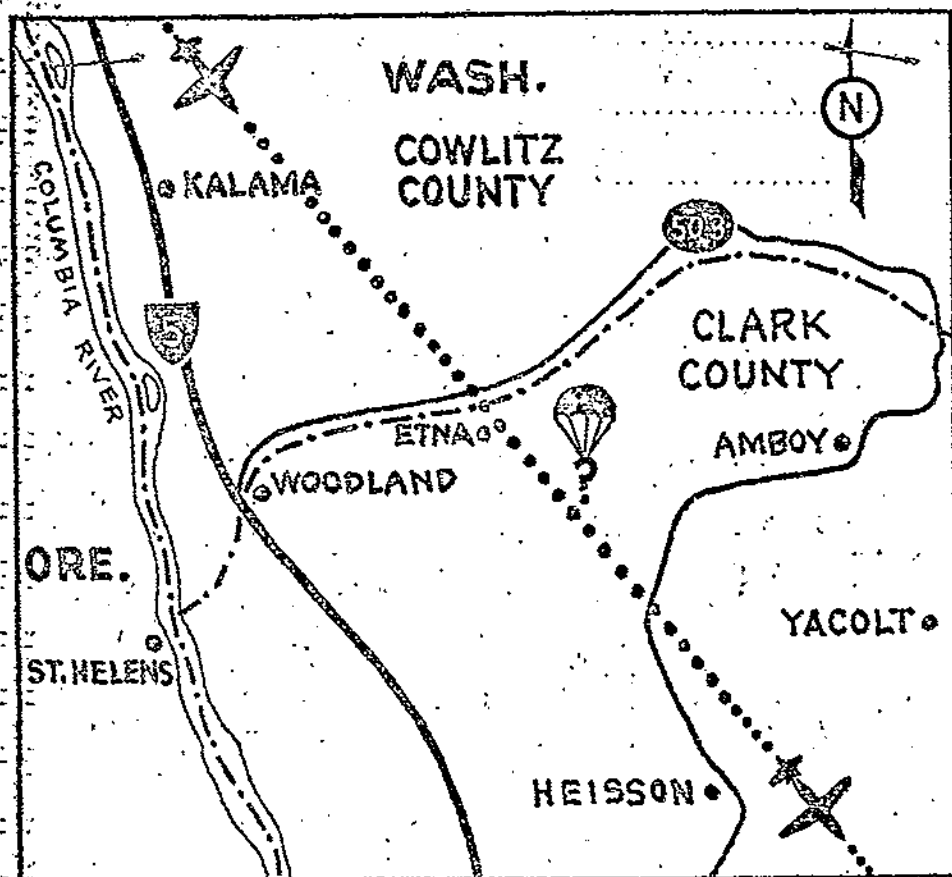
—P-I Photos by Cary Tolman.

AUTHORITIES SEARCHED THIS FOGGY AREA OF CLARK COUNTY FOR HIJACKER

Foothills east of Woodland are mixture of forest and farm land



FBI AGENT TOM MANNING, center, assigned search crews to sectors of area authorities believe hijacker may have parachuted from the jetliner. Gathered around the map at the Woodland command post are, from bottom left, helicopter pilot Bobby Hall, Sgt. M. A. Miller, Undersheriff Tom McDowell and Sgt. Arch Thornberry.



—P-I Map by Bob Cavanaugh.

MAP SHOWS ROUTE, SEARCH AREA OF HIJACKED JETLINER

Where did man jump, parachute symbol, with the \$200,000 in cash?

(Mount Clipping in Space Below)

Hijacker's Note of Thanks?

United Press International

A note from "D. B. Cooper" reading, "Thanks for hospitality," was turned over to the FBI yesterday on the chance it was sent by the parachuting airline hijacker who got away with \$200,000 ransom last week.

The note, with printed words pasted to a piece of paper, was received by Reno Newspapers, Inc. It was addressed in light hand-printed pencil to "Reno Newspaper, Reno, Nev.," and postmarked Oakdale, Calif., a small town southeast of Stockton. It read:

"Attention. Thanks for hospitality. Was in a rut, D. B. Cooper."

"D. B. Cooper" was the name given by the swarthy man who hijacked a Northwest Airlines 727 jetliner Wednesday, collected \$200,000 ransom, and then escaped by parachute while

the plane was flying from Seattle to Reno.

"Cooper," a name the FBI said is probably an alias, caught the fancy of some people for the daring nature of his crime and for its apparent success in "beating the system."

FBI agents—not charmed at all by the hijacker's caper—continued their dogged search yesterday in a 15-square-mile area around Woodland, in Clark County, where they think he came down after leaping from the plane.

Tom Manning, the agent in charge, suggested the hijacker may be marooned in the rugged Cascade foothills with a broken leg.

But some local law officers frankly admit, off the record, that they think he's sitting in a hotel in Mexico with the loot.

Others promote the theory, "The damn fool proba-

bly killed himself," and go about business as usual.

One policeman at Wood-

land said confidently:

"Come next deer season some hunter will find him."

(Indicate page, name of newspaper, city and state.)

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Sub B

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THE NOTE SENT TO NEWSPAPER SIGNED WITH NAME USED BY HIJACKER

It was turned over to the Federal Bureau of Investigation by Reno Newspapers, Inc.

—AP Photo

(Mount Clipping in Space Below)

Clark County search for hijacker called off as trail grows dimmer

Sub B

Federal Bureau of Investigation agents and Clark County deputy sheriffs continued today to check out all reports that might lead to the whereabouts of the Thanksgiving Eve jet hijacker.

But actual search efforts in Clark County have been halted for the time being.

Clark County Sheriff Eugene Cotton said:

"There's nothing new and we've taken our men off unless something else turns up. We're continuing to check

commandeered November 24.

Indicator lights in the cockpit showed the stairwell from an open rear exit on the plane was operated at that time--arousing suspicion the hijacker might have parachuted from the plane at that time with his \$200,000 ransom.

The hijacker, who used the name D. B. Cooper, could have bailed out anywhere between there and Reno, where the 727 landed without the hi-

put every lead."

J. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., said simply: "The investigation is continuing."

Temporary search headquarters in Woodland City Hall in Cowlitz County were vacant today.

Search efforts had been concentrated in the area east of Woodland because it was the last time there was contact between the hijacker and the crew of the Northwest Orient Airlines 727 he

jacker aboard. Aerial checks of the entire flight route are expected in hopes of spotting a parachute.

A mystery letter sent to a Reno newspaper was turned over to the F. B. I. yesterday for investigation of whether it was a prank or was really from the hijacker.

The letter -- printed words pasted to a piece of paper, was addressed to Reno Newspaper, Reno, Nev. It read: "Attention. Thanks for hospitality. Was in a rut, D. B. Cooper." It was postmarked Oakdale, Calif., a small town southeast of Stockton.

(Indicate page, name of newspaper, city and state.)

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(Mount Clipping in Space Below)

Passenger list for Flight 305

Northwest Orient Airlines yesterday issued this list of the 36 passengers aboard the hijacked Flight 305 when it landed in Seattle. The hometowns of the passengers were not immediately available.

Dennis Michaelson
Larry Finegold
A. Menendez
Ray D. Clouse
George Kurota
Mr. Pallart
Robert Cummings
Mrs. Cummings
C. A. MacDonald
Daniel Rice
J. R. Wornstaff
Patrick Minsch
LaVonne Connelly
Arnold O. Andvik
Bill McPherson
S. McPherson (son)
Scott McPherson
Mr. Weitzel
W. P. Jensen
Mrs. Helen Connors

Jack Almstead
A. B. Truitt
Charles Street
R. P. Donohoe
W. J. Murphey
Mrs. Barbara Simmons
Michael Cooper
Nancy House
William Keats
C. Harms Zem Spreckel
William Mitchell
Robert B. Gregory
Lynn Cummings
George Labisoniere
Mrs. Kloefer
R. J. Simmons

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(Mount Clipping in Space Below)

February hijacking recalled

The hijacking of a Northwest Orient Airlines Portland-to-Seattle flight was the second hijacking of a Seattle-bound plane this year.

February 25, a Western Airlines plane from Ontario, Calif., was en route from its only stop, San Francisco, when it was hijacked over Medford, Ore., and forced to fly to Vancouver, B. C.

The passengers and crew returned to Seattle after a youth was arrested and the plane and luggage were searched.

Chappin Scott Paterson, 19, who originally demanded the plane be flown to Cuba, was indicted by a federal grand jury here on a charge of air piracy.

Paterson later pleaded guilty to a lesser charge of interfering with the operation of an airliner. Hijacking and kidnaping charges were dismissed by the government. He is in the corrections center at Lompoc, Calif., serving a term of up to 10 years.

Ninety-two passengers and a crew of six were aboard the Western 707 in February. Thirty-six passengers, the hijacker, and a crew of six were aboard the Northwest 727 yesterday.

(Indicate page, name of newspaper, city and state.)

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Editor: Henry McLeod

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DB Cooper-22493

(Mount Clipping in Space Below)

Hijacker added hop to Northwest's 'puddle jumper'

By PAUL HENDERSON
Flight 305 originated in Washington, D. C. With stops in Minneapolis, Great Falls and Missoula, Mont., and Spokane and Portland, the flight was described by Northwest Orient as a "puddle jumper."

The last hop was to have been Portland to Seattle. The hijacker added one more — Seattle to Reno — and Northwest Orient had been prepared to "puddle jump" him to Mexico City.

Three stewardesses, three crew members and one hijacker remained in the plane after 36 passengers had departed.

At 6:50 p. m., William Scott, flight captain, advised

Northwest control that two of the stewardesses had been permitted off the plane. He had spoken with full composure to this point. Now the pilot's voice reflected anxiety:

"Two stewardesses are in the automobile (the Northwest courier vehicle which had delivered four parachutes and \$200,000).

"Just get out here and start pumping gas.

"We have one stewardess remaining with the individual. I hope that truck is full. He's getting awfully antsy. He wants the stewardess sitting back there with him on take-off."

Empty fuel tanks were holding up take-off. A North

west Orient spokesman said hoses on the first fuel truck had developed vapor lock.

Another problem was the hijacker's requested destination. He said he wanted Mexico City — 2,200 air miles. The hijacker also called for a flaps-down flight at low altitude.

At that "configuration," a Northwest spokesman explained, maximum range of the 727 would be 1,000 miles. Northwest control began studying optional flight plans which it hoped would be acceptable to the hijacker.

Northwest control: "Seattle to Phoenix might be possible. But it is doubtful.

"Tell him that Reno makes a must-be choice for a wise

(Indicate page, name of newspaper, city and state.)

p. C18 The Seattle Times, Seattle, Wash.

Date: 11/25/71

Edition:

Author: Paul Henderson

Editor: Henry McLeod

Title: UNSUB; Northwest Airlines, Flight 305 Portland to Seattle

Character: 11/24/71

or CAA-HIJACKING; EXT

Classification: 164-81

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DB Cooper-22494

hijacker.

"And be sure he understands that you can't take off with the door down."

The hijacker had posed the question. Could the plane fly with the rear staircase down? It figured into the bail-out that was a part of the escape plan, Northwest officials surmised. Minimum speed, induced by lowered flaps, low altitude and a staircase leading to a safe jump.

Northwest control (7:20 p. m.): "If you have to go to Mexico City, a second stop would be Yuma."

Scott: "OK, we'll plan on the second stop in Yuma. We have completed fueling. The stairs have been removed. He has agreed to let us take

off.

"He just called up and told us to get the show on the road."

Northwest control: "We'll keep you posted."

Scott: "OK. Thank you, Sir."

"He has indicated that he wants us to keep it below 1,000 feet. We'll take leave of you until we are in a position ourselves for take-off."

Northwest control: You are cleared for take-off whenever you are ready. Good luck on 'er.

Scott: "Sorry for the trouble."

Northwest control: "That's all right, Captain. No problem."

Flight 305 lifted into the darkness on its final leg at

7:37 p. m. A Northwest spokesman said Tina Mucklow, stewardess, was permitted to join Scott; Robert Rataczak, first officer, and H. E. Anderson, second officer, in the cockpit shortly after take-off.

Crew members had followed the hijacker's instructions to leave the rear staircase unbolted. The door was open and the staircase partly extended when Flight 305 landed at Reno 3½ hours later.

The hijacker was not on the plane. The crew reported he had been glimpsed in the back, 30 minutes before arrival, with a parachute strapped on, ready to jump.

Outside, in the darkness, it was 7 below zero.

(Mount Clipping in Space Below)

Persons On The Plane

Here is a list of the passengers on board the hijacked Northwest Orient Airlines plane at Seattle-Tacoma International Airport.

Addresses of the passengers were not given and in some instances the first names were not stated.

Passengers:

Dennis Michaelson, Larry Finegold, A. Menendez, Ray D. Clouse, George Kurota, Mr. Pallart, Mr. and Mrs. Robert Cummings, C. A. MacDonald, Daniel Rice, R. Wornstaff, Patrick Minsch, LaVonne Connelly, A. O. Andvik, Mr. McPhearson.

Also, S. McPhearson, Scott McPhearson, Mr. Weitzel, W. P. Jensen, Mrs. Helen Connors, Jack Amstead, A. B. Truitt, Charles Street, R. P. Donohoe, W. J. Murphey, Mr. and Mrs. R. J. Simmons, Michael Cooper, Nancy House, William Keats, C. Harms, Zern Spreckel, William Mitchell, Robert B. Gregory, Lynn Cummings, G. Labisoniere and Mr. Kloepper.

The FBI identified the crew as William Scott, the pilot; Bob Rataczak, first officer; H. E. Anderson, flight engineer, and Tina Mucklow.

Northwest Airlines said the crew is based in Minneapolis.

(Indicate page, name of newspaper, city and state.)

p. A3 The Seattle Post
Intelligencer
Seattle, Wash.

Date: 11/25/71

Edition: Final

Author:

Editor: Dick Lyall

Title: UNSUB; Northwest
Airlines, Flight 305
Portland to Seattle

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DB Cooper-22496

(Mount Clipping in Space Below)

Airline Raises Quick \$200,000

How do you raise a quick 200 grand after the banks are closed?

That was the sticky problem of Northwest Airline officials late yesterday afternoon when a hijacker commandeered a Boeing 727 en route from Portland to Seattle and demanded \$200,000 for the safety of 35 other passengers.

The airline last night would not reveal the details of how it obtained the huge sum on short notice.

But, apparently, because of the circumstances, the banks opened their doors exclusively for the carrier.

A Northwest spokesman said the money was collected from "local financial sources."

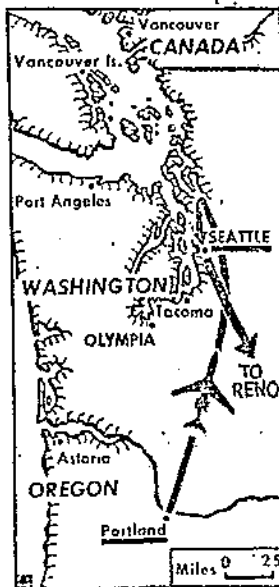
A spokesman for the Federal Aviation Administration said that all the bills were the real McCoy "and not cut paper."

An unidentified "Northwest courier" delivered the money to the ill-fated plane as it was parked on the end of a runway in the darkness at the south end of Sea-Tac.

Jack Keillor, district sales manager for Northwest here, apologized last night for the lack of details concerning the \$200,000 transaction and for "being so closed-mouthed at this point, but our concern is for the four crew members aboard that plane."

Donald W. Nyrop, president of the Minneapolis-

based airline, issued orders to cooperate fully with the hijacker and "do whatever he demands."



ROUTE of Northwest Airlines Flight 305, taken over by a hijacker after leaving Portland, is shown on map. The jetliner circled for about two hours north of Seattle and landed at Seattle-Tacoma International Airport at 5:42 p.m., where passengers and two stewardesses were allowed to get off. Jet took off at 7:41 p.m. and flew to Reno. (AP Map.)

(Indicate page, name of newspaper, city and state.)

p. A3 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/25/71

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DB Cooper-22497

(Mount Clipping in Space Below)

Hijacker was relaxed, say passengers

By MIKE WYNE

A portrait of an unimpressive, cool and relaxed hijacker was sketched by passengers last evening at the Seattle-Tacoma Airport as they tried to recall the seatmate who held them more than three hours for \$200,000 ransom.

As a Northwest Orient Airlines stewardess handled the complicated instructions of the hijacker, only other flight-crew members knew he was threatening to dynamite their 727 from the sky.

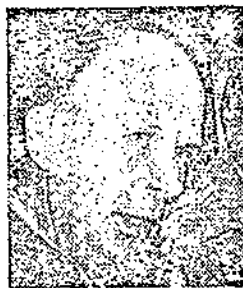
A FEW PASSENGERS worried. Most said they be-

lieved the flight captain's announcement that Flight 305 was experiencing mechanical difficulties and had to "burn" fuel by circling over Seattle.

Actually Capt. Bill Scott was burning time while ground personnel complied with the hijacker's orders.

Questioned after they left a questioning session conducted by Federal Bureau of Investigation agents, passengers recalled their abductor:

"A quiet guy."
"He had dark glasses."
"... kind of relaxed in his seat."
"Sort of slouched."



Robert B. Gregory

"Never said anything."
"Didn't notice him until we were getting off."
"Middle-aged and well-dressed."

Passengers talked, read, napped and stared out the window as the busy drama unfolded of collecting the ransom, cordoning the airport, locating parachutes and preparing to secure a runway area for refueling and exchanging cash for passengers.

Two of the debarking passengers, however, were eager to professionally deal with their abductor. They were Larry Finegold, assistant United States attorney for Western Washington, and Richard Simmons, head of Job Therapy, a prisoner-rehabilitation program.

(Indicate page, name of newspaper, city and state.)

p. G17 The Seattle Times
Seattle, Wash.

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Editor: Henry McLeod
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DB Cooper-22498



Larry Finegold

"I hope we'll have a quick prosecution of this case," said Finegold, who was returning from Vancouver, Wash., where he has been representing federal government personnel in the \$2.1 million civil lawsuit against San Francisco Mayor Joseph Alioto.

"I'll take care of him when he get put away," Simmons said. "We've never had one (a hijacker) before, but we've helped every other type of criminal."

"It wasn't until the money was being handed over that I thought of being hijacked," Finegold said.

"When they brought the money and parachutes aboard, we realized what had happened," said Bill MacPherson, Seattle real-estate executive.

SIMMONS DEFENDED the crew's decision to lie to the passengers as necessary to keep the passengers from getting alarmed and upsetting their abductor.

"I slept most of the time we were up there," Simmons said.

Simmons' wife, Barbara, also active in prisoner-rehabilitation, said she first thought they had gotten on the wrong flight.

"First we went right past Seattle, then Everett," Mrs. Simmons said. "All I could think of was the plane was going to Vancouver and we were on the wrong flight."

"Our concern now is for the people (crew) who stayed aboard," Mrs. Simmons said.

William Mitchell, 20, Redmond, said he sat across the aisle from the hijacker and didn't realize what was happening as the man issued his demands to the stewardess.

"He didn't move when we left the plane," Mitchell said.

Robert B. Gregor, Sumner, said he paid no attention to the man during the flight, but took a look at him as the passengers left the plane.

"He was quite relaxed," Gregory said. "He was sit-



Richard Simmons and his wife, Barbara, told of the hijacking after they and 34 other passengers and two stewardesses were allowed to deplane at Seattle-Tacoma Airport. Simmons is head of Job Therapy, a prisoner-rehabilitation program here.—Staff photo by Greg Gilbert.

ting on the back seat, starboard side."

Passengers said that shortly after the take-off from Portland, little things happened that later were understandable as the first part of their abduction.

"I saw one stewardess answer a call and her face dropped," Simmons said. "She looked bewildered and gulped. I guess she learned what was happening then."

Another passenger recalled hearing a stewardess

say, "pull the curtain aside so he can see everything." The open curtain allowed the man to see to the front cabin door from his rearmost seat.

Passengers praised the stewardesses for their calmness and the flight crew for their relaxed voices during announcements.

"We didn't realize what it was until we got out and found ourselves on a dark, cold and wet runway and they told us to get away from the plane," said one passenger.

As the passengers hurried across a runway to a waiting bus for the ride to the airport terminal they left only their luggage aboard the plane.

THE PASSENGERS were smiling as they reached the airport terminal, a bit embarrassed at the attention focused on them.

A Northwest spokesman said that as F. B. I. agents organized the questioning, hostesses offered the passengers sandwiches and overnight toothbrush-shaving kits.

"Only four wanted sandwiches and nobody wanted a kit," the spokesman said. "We'll get their luggage to them as soon as we can."

CCP + 407

(Mount Clipping in Space Below)

The Drama of Seized Plane's Stop at Sea-Tac

BY DICK CLEVER

At 5:40 p.m. The Seattle-Tacoma Airport tower radioed to Northwest Orient Airlines Flight 305:

"Everything is ready for your arrival."

Flight 305 had been in the air for more than 2½ hours, much too long for a flight from Portland to Seattle.

A calm hijacker was in control of the 80-ton Boeing 727 and he had refused to allow the plane to land until the money and the parachutes were at the airport.

5:45 p.m.—Flight 305 touches down at Sea-Tac.

Pilot Bill Scott radios to the tower: "We will ask you to stay right there until we get coordinated with our friend in the back."

The hijacker apparently had spent much of the flight in a rear lavatory with his hostage, stewardess Tina Mucklow.

Flight 305 rolls south along runway 16R and stops halfway down the field about 2,000 yards west of the airport administration building.

Tower to Pilot Scott: "Do you want the runway lights on bright?"

The hijacker had expressed a desire to land in a lighted place, Scott had messaged earlier, "so he can see what's going on."

But now Scott replies to the tower: "No, you better turn them down."

Immediately, the thousands of lights lining the several thousand feet of runway 16R dim to a faint glimmer.

Scott asks that a fuel truck come out on the runway first to begin fuel-

ing operations, adding that the hijacker wants the plane fueled "right now."

5:50—The first fuel truck arrives at the plane.

6:05—The \$200,000 demanded by the hijacker is loaded onto the plane, along with four parachutes.

6:10—The first fuel truck reports its lines are vapor-locked. The fueling operation cannot continue. A second truck is called into service.

The hijacker is remaining in the rear of the plane, Scott reports.

Tower: "If you are able to talk, can you say what kind of device it is?"

Scott: "The stewardess with him said she saw some red cylinders with wires attached in a briefcase. It's like dynamite."

With the hijacker out of earshot of the cockpit, there follows a brief dis-

cussion between pilot and tower of the options available to the crew once the passengers are safely removed.

A Northwest Airlines ground supervisor suggests by two-way radio that once the passengers are clear the hijacker be somehow distracted so the crew can evacuate the plane "and leave the sonuvabitch go."

"That's our contingency plan," Scott replies calmly.

Also by 6:10 p.m. the passengers had been allowed to leave the plane. And by 6:10 p.m. Sea-Tac was completely shut down as the passengers walked down the runway to meet a bus. A runway adjacent to 16R had been in operation during the fueling.

6:50 p.m. — The fueling operation is not going well. The second fuel truck is empty after loading only 2,300 pounds of fuel. Scott warns the

(Indicate page, name of newspaper, city and state.)

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DB Cooper-22501

tower that the hijacker is "getting antsy."

Also at 6:50 p.m. two stewardesses are allowed to leave the plane. They are brought to the Northwest operations office for debriefing by the FBI and then spirited away from the growing crowd of newsmen.

Operations manager Al Lee radios Flight 305: "I just talked to the two stews and they seem to think that if you call back to let him know everything's okay he'll let the other one go."

Irritated response from Flight 305: "That's not true. He's got her sitting back with him and he's not going to let her go."

7 p.m. — Pilot Scott asks that the rotating beacons on a service vehicle be turned off.

7:05 — Pilot and tower discuss pos-

sible flight plans to Mexico City. The hijacker wants the 727 to fly with flaps down 15 per cent, landing gear down and doors open.

It is agreed that the plane cannot fly nonstop to Phoenix.

Tower: "Seattle-to-Reno is a better choice for a wise hijacker."

The tower also advises Flight 305 that "you will have people following you all the way down" to Reno, one plane above and one plane below.

At about 7:30 p.m., Flight 305 is cleared for takeoff.

Scott: "Any restrictions on climbing?"

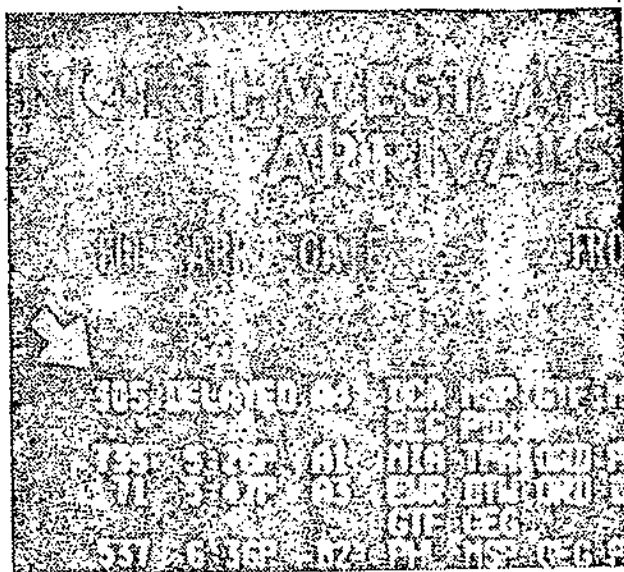
Tower: "No restrictions at all. You climb any way you can."

Scott: "Sorry for all the trouble."

Tower: "No trouble at all."

7:40 p.m. — Flight 305 is airborne and bound for Reno.

(Mount Clipping in Space Below)



—P-I Photo by Tom Barlet.

SEA-TAC SIGNBOARD SAID NW FLIGHT 305 "DELAYED".
Reason for late arrival was not given: hijack

After the Fifth Landing, Plane's Routine Changed

(Indicate page, name of newspaper, city and state.)

p. A9 Seattle Post-
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Date: 11/25/71
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Editor: Dick Lyall
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Airlines, Flight 305
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DB Cooper-22503

—BY AL WATTS

P-I Aerospace Writer

Flight 305, Northwest Airlines' cross-country "milk run," made five of its six stops without incident yesterday.

But after its fifth landing, at Portland, on a continent-spanning trip, the Boeing 727 trijet was reported to have a hijacker among its 36 passengers.

A timetable of the major developments of the ill-fated flight which originated in Washington, D.C., (with stops at Minneapolis, Great Falls, Missoula, Spokane and Portland), and was to have terminated in Seattle.

2:58 P.M. — Plane took off from Portland International.

3:26 P.M. — Federal Aviation Administration received word that Northwest Airlines Flight 305 had a hijacker with an explosive device aboard.

3:30 P.M. — Hijacked plane due to land at Seattle-Tacoma International Airport.

3:30-5:25 p.m. — Commandeered jet in holding pattern over area 25 miles north of Seattle.

5:42 p.m. — Plane landed at Sea-Tac and parked in darkened area on south end of new westside runway a third of a mile from terminal.

5:55 p.m. — Passengers allowed to deplane, but crew of six (including three stewardesses) remained aboard and hijacker was given \$200,000 in ransom money.

6:45 p.m. — Two stewardesses allowed to leave plane while third remained behind as hostage of hijacker.

7:41 p.m. — Plane took off from Sea-Tac after refueling and negotiations with hijacker.

(Mount Clipping in Space Below)

Passengers Unaware of Plane Hijacking



PITKIN'S ASSISTANT EMERGED SMILING
"Got delayed a little," quipped Larry Finfold



ROBERT GREGORY
Hijacker was "relaxed"

(Indicate page, name of newspaper, city and state.)

p. A3 Seattle Post-Intelligencer
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Editor: Dick Lyall
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DB Cooper-22505



FATHER AND DAUGHTER WERE REUNITED
Passenger A. O. Andvik and Laurel



WILLIAM MITCHELL
He sat near hijacker



—P-I Photos by Tom Barlet and Paul Thomas.
RICHARD SIMMONS AND WIFE, BARBARA
Stewardess got "startled look," he said



—P-I Photos by Paul Thomas.
J. EARL MILNES, CENTER, FBI CHIEF HERE, INTERVIEWED STEWARDESS FROM SKYJACKED JET

BY GRAIG SMITH

The passengers of the hijacked Northwest 727 jet said last night they didn't realize the plane was being hijacked until they had left the plane and were standing beside it.

The passengers said they were told after the flight left Portland that there was a "slight mechanical problem" and that the plane had been asked to circle Seattle to lose fuel.

The hijacker sat in a right rear seat. Passengers said he was remarkably cool throughout the flight and as passengers deplaned.

Robert Gregory of Puyallup sat four seats from the hijacker and described the white, middle-aged man to newsmen by saying:

"He was dark and had dark black hair and a swarthy complexion. He had very

dark, black colored glasses on. He was kind of slumped down in the seat."

Gregory added that the hijacker "seemed very relaxed."

The extent of the coolness of the hijacker was shown in the few statements made by William Mitchell, 20, of Redmond who sat across the aisle from him and didn't know the plane had been hijacked until it landed.

Mitchell said he saw the hijacker whisper to a stewardess sitting next to him early in the flight. Still, he said he didn't know about the hijacking until the plane landed.

None of the passengers who talked to reporters said they saw dynamite or a gun.

Once the passengers were told about the hijacking, the significance of events on the flight that had seemed peculiar came into sharp focus as their significance became obvious.

Larry Finegold, 28, an assistant to U.S. District Attorney Stan Pitkin said, "I now recall the stewardess saying early in the flight, 'Keep the curtain open so he can see.' That didn't register at the time."

Finegold was returning from Vancouver where he has been an observer at the Alioto-O'Connell-Faler fee splitting trial.

Richard Simons of Seattle, who slept for one hour while the plane circled Seattle, said in retrospect he remembered the look-on a stewardess' face when she took a call over the intercom telephone early in the flight:

"She got a startled look on her face, raised her eyebrows and gulped when she got the message."

The passengers were brought by bus from the southern tip of the runway to the terminal where they were questioned by the FBI and then allowed to leave.

None of the 35 passengers showed any sign of shock. The only quip when they came into the building was made by Finegold when he saw a federal agent he knew, grinned, and said, "We got delayed a little."

Arnold Andvik of Seattle, a federal General Services Administration official, told newsmen later, "We had no idea there was a hijacker involved until we got off the plane."

The passengers expressed praise and concern for the crew after leaving the plane.

"The crew was marvelous," said Gregory. "They were certainly brave people."

Another passenger said he was convinced the crew did the right thing in telling the passengers the plane's problems were strictly mechanical. Otherwise, "someone might have panicked," the passenger said.

(Mount Clipping in Space Below)

Man Hijacks Jet to Reno, Vanishes

37 Released Here; Ransom Of \$200,000

BY DICK CLEVER

A man who hijacked a Seattle-bound jetliner and collected \$200,000 ransom here before releasing 35 passengers and two stewardesses had vanished by the time the plane taxied to a stop in Reno last night.

The hijacker, thought to be armed with a dynamite bomb, picked up the money and four parachutes during a tense refueling stop at Seattle-Tacoma Airport before ordering the crew of the Northwest Airlines 727 to fly him toward Mexico by way of Reno, Nev.

He was holding a stewardess, Tina Mucklow, as a hostage in the rear of the plane. When the plane taxied to a stop in Reno, the hijacker was not on board.

The Federal Aviation Administration said the plane stopped long enough as it was taxiing toward the terminal to allow the man to escape through an emergency exit.

Sheriff's deputies with dogs began a search for him among houses surrounding the airport.

The crew of three men and the stewardess were unharmed.

The pilot of the 727, Capt. W. "Bill" Scott, said the hijacker had locked a door between the cabin and the back compartment and he did not know whether the hijacker had parachuted during the trip.

Pilots of two Air Force planes shadowing the hijacked jetliner said they had seen no one jump.

One parachute of the four loaded at Seattle was missing.

Other crew members included flight officers W. "Bob" Rataczak and H. E. Anderson. Northwest spokesmen said all the crew members are from Minneapolis, headquarters for the airline.

J.E. Milnes, special agent in charge of the Seattle FBI office, said the hijacker boarded the plane in Portland, approached a stewardess with a note, and said he

wanted \$200,000 and four parachutes—two backpacks and two frontpacks.

Milnes said the stewardess told the crew that the man had a briefcase containing several red cylinders connected by pieces of wire, but he declined to speculate whether the cylinders were flares or explosives.

The plane landed at Sea-Tac after the hijacker had been assured that the ransom money and the parachutes would be ready and waiting for him.

"Everything is ready and waiting for your arrival," the Sea-Tac tower radioed

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DB Cooper-22508

the pilot five minutes before he landed.

The plane coasted to a stop at 5:45 p.m. in front of the airport's main administration building about one-half mile from the passenger terminal.

The hijacker at first insisted that the plane be stopped in a brightly lit portion of the airport, but he settled for the isolated area rather than park in front of the passenger complex.

The hijacker messaged through the pilot that he wanted fuel "out here right now."

Northwest Orient headquarters in Minneapolis asked the FBI not to take any action to board the plane or to capture the hijacker, and Milnes said agents complied "in every way" with the hijacker's orders.

The pilot told the tower that he wanted no vehicles or people approaching the plane until "we get coordinated with our friend in the back."

The passengers and two stewardesses were allowed off the plane and were taken by bus to the terminal.

The two stewardesses were identified as Alice Hancock and Florence Schaffner.

Only one vehicle was allowed to approach the plane at a time and delays in refueling created an extremely tense situation during which the pilot expressed some irritation over the hour and a half it took to load 4,960 pounds of fuel.

The hijacker, Scott told the tower, was very antsy.

Twenty minutes after the plane landed however, the money, the parachutes, and meals for the hijacker and the crew were on board.

The hijacker and FAA officials negotiated for about two hours before he told the pilot, "Let's get the show on the road."

The plane took off at 7:41 p.m. after the pilot told the FAA control tower, "sorry for all the trouble."

A controller replied, "that's all right, no problem."

The hijacker was de-

scribed by the passengers as dark complexioned and "very relaxed."

"We had no idea there was a hijacker involved until we got off the plane," said Arnold Andvik, a passenger from Seattle.

The hijacker set a course for Reno, about 500 miles from Sea-Tac. The plane had enough fuel to travel about 2,000 miles under normal conditions, but officials said with the flaps and wheels down the plane would burn an enormous amount of fuel.

The 727 was tailed by

three military planes on its flight to Reno.

A public information officer at Hamilton Air Force Base 30 miles north of San Francisco reported that an Air Force F106 jet fighter and a T33 jet trainer had followed the hijacked airliner out of Seattle.

The Hamilton AFB spokesman said an HC130 rescue plane was launched from Hamilton "as a precautionary measure."

The spokesman said the HC130 had rescue equipment and parachute rescue jumpers on board.

An FBI spokesman in Seattle said a man identified as Michael Cooper was being investigated in connection with the hijack.

The Associated Press reported from Missoula, Mont., that Leonard Kraut of the U.S. Forest Service smokejumper training center said he had been contacted by the FBI.

Kraut said he told the FBI that no man by that name had "jumped from this base."

Police in Missoula said a Michael Cooper grew up there, but they had no

record on him. A Boeing Co. spokesman said it would "be a very safe drop" to bail out of the 727, which is one of the few commercial aircraft from which a person could bail out.

An FAA supervisor who monitored the plane's radio said the hijacker was in the back of the airplane and "everyone else is in the front. 'I guess he doesn't want them to know what he's doing,' the supervisor said.

(Mount Clipping in Space Below)

Hijacker remains at large

A widespread search was under way today for a middle-aged hijacker who apparently parachuted from a Northwest Orient Airlines 727 between Seattle and Reno last evening.

The man was missing when the jetliner arrived in Reno. So was the \$200,000 ransom he had collected at the Seattle-Tacoma Airport

in exchange for the plane's 36 passengers and two stewardesses.

Four remaining crew members were in the cockpit on the Seattle-Reno flight and did not see the hijacker leave the plane. They were unharmed.

The rear door of the 727 was left open on the hijacker's orders. Parachutes had

been put aboard the plane here.

A Federal Bureau of Investigation spokesman in Las Vegas said the hijacker left the plane over Washington but this conflicted with other reports.

"There's no way he could have gotten off in Reno," said Harold B. Campbell, Jr., special agent in charge.

(Indicate page, name of newspaper, city and state.)

P. A1
Seattle Times
Seattle, Washington

Date: 11-25-71

Edition:

Author:

Editor: Henry McLeod

Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle

Character: 11/24/71

or CAA-HIJACKING; .. EX

Classification: 164881

Submitting Office: SEATTLE

☐ Being Investigated

COPY SENT TO BUREAU

DB Cooper-22510

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SERIALIZED	FILED
NOV 27 1971	
FBI-SEATTLE	

of F. B. I. operations in Nevada, the Associated Press reported. "We had the air-
port covered."

The ransom was the largest ever paid in an airline hijacking.

The hijacker had shown a stewardess what he said was a bomb in a briefcase. The briefcase was missing when the plane arrived in Reno.

A Boeing Co. spokesman said no one has ever parachuted from a Model 727, although it is quite feasible. The rear door drops down from the bottom of the plane and a parachutist would have no difficulty clearing the plane, the spokesman said.

The plane reportedly flew from Seattle at a reduced

speed because the rear door was open. Cabin temperatures dropped below zero. The hijacker had parachutes put aboard the plane at Seattle.

Crew members aboard the plane when it reached Reno were identified as Scott; Bob Rataczak, first officer; H. E. Anderson, flight engineer; and Tina Mucklow, steward-

ess. The crew was based in Minneapolis, the airline said.

The Federal Bureau of Investigation in Reno tentatively identified the hijacker as D. B. Cooper. His name was not among 36 on a list of passengers issued by the airline.

(A Michael Cooper from Missoula was one of the 36 ransomed passengers interviewed briefly by the F. B. I.)

The crew was taken from the plane 35 minutes after it landed in Reno. Officials said the delay was due to the possibility that a bomb had been placed aboard. No bomb was found.

Jack Keillor, Northwest district sales manager in Seattle, said the hijacker had locked the four crew members in the cockpit during the flight to Reno. The hijacker stayed in the rear of the plane and did not acknowledge crew efforts to talk to him, Keillor said.

Art Wibom of the Federal Aviation Administration in Oakland said two Air Force jets and a C-130 cargo plane followed the plane to Reno. An Air Force spokesman said the pursuing planes may not have been able to see the hijacker jump from

the jet because it was too low and too dark.

THE HIJACKED JET. Flight 305, originated in Washington, D. C., and stopped in Minneapolis; Great Falls, Mont.; Missoula, Mont.; Spokane, and Portland.

It was hijacked as it left Portland for Seattle. A stewardess said the man gave her a note and said he had a bomb in a briefcase.

The stewardess said she saw "two red cylinders and wires" in the briefcase.

The plane landed in Seattle at 5:43 p. m. after circling for about two hours. It left Seattle - Tacoma Airport at 7:37 p. m. and took 3½ hours to fly to Reno.

Along with the \$200,000 in ransom money obtained from Seattle-area banks by the airline, the hijacker also was given two parachute assemblies, each consisting of a chest pack and back pack. Three packs were found aboard the plane in Reno.

(Mount Clipping in Space Below)

Jet crew doesn't know where hijacker jumped

Crew members of a Northwest Orient Airlines 727 jet hijacked Wednesday said in Minneapolis today they had no idea when the hijacker parachuted from the plane, with his \$200,000 ransom on a flight from Seattle to Reno. (However, the last communication between the hijacker and the crew was while the plane was over Clark County. This resulted in an intensive search of the area around Woodland. See A 7.)

"We first knew that he was not aboard when we arrived in Reno," Capt. William Scott, Medicine Lake, Minn., pilot of the plane told the United Press International. He said that the hijacker said his final destination was Mexico.

"When we landed at Reno, we thought he still was aboard," Scott said. "We were trying to call him on the P. A. (public address) system. I stepped into the

cabin and asked if there were any more instructions, but there was no answer. I looked around the curtain and determined he was not there."

The curtain separates the first-class and coach compartments on the plane. Scott said the flight crew "never left the cockpit. The flight crew never saw the man."

A STEWARDESS, Tina Mucklow, 22, Richfield, Minn., who remained with the hijacker while the other two stewardesses and 36 passengers disembarked at Seattle, said she sat with him for about four hours on his orders.

"I just kept communicating with the cockpit," she said. "Anything he asked for I passed on to the cockpit."

"He was not nervous. He seemed rather nice, and he was never cruel or nasty," she said.

(Indicate page, name of newspaper, city and state.)

P. A1
Seattle Times
Seattle, Washington

Date: 11-26-71
Edition: Night Sports
Author: Final
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle, 11/24/71
Character: CAA-HIJACKING; EXT
or
Classification: 164-81
Submitting Office: SEATTLE
☐ Being Investigated

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NOV 29 1971	
FBI-SEATTLE	

The hijacker had ordered the flight down at Seattle to pick up the ransom money and four parachutes. The plane then headed for Reno. Scott said it flew at about 180 knots at about 10,000 feet altitude most of the time. Scott said the hijacker did not specify the route.

ASKED if there was any attempt to stop the hijack attempt while the plane was on the ground, the first officer, William Rataczak, Burnsville, Minn., said there was

not. "He relayed his requests, and his requests were met," he said.

Scott said one of the most tense moments in the ground halt at Seattle was a delay in fueling, apparently because of a vapor lock in one of the lines.

Miss Mucklow, discussing the time interval in which the hijacker jumped, said that "right after the takeoff (from Seattle) he said, 'Go to the cabin, pull the curtain, and don't come back.'" She said she obeyed him.

(Mount Clipping in Space Below)

Hunt for hijacker pressed in Clark County

An intensive search continued today in Clark County for the Thanksgiving Eve hijacker who commandeered a Northwest Orient Airlines 727 and parachuted from it with \$200,000 ransom money.

The search by Federal Bureau of Investigation agents and sheriff's deputies is being concentrated in a five-mile corridor between Woodland and Battle Ground, north of Vancouver.

J. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., said the area is being searched because of the position of the plane at "the last time he was known (by the crew) to be aboard."

Milnes added: "Actually, he could be anywhere between there and Reno."

THERE WAS an unconfirmed report that the crew reported a slight shift in the plane's balance while over a Clark County farmland region Wednesday night.

Federal Aviation Adminis-

tration officials said their radar could not pick up an object as small as a parachutist.

Two jets sent to follow the hijacked plane apparently were too far away to observe the jump. If they weren't, officials were not saying.

The Clark County area near Portland also was suspect because the hijacker boarded the plane in Portland. There was speculation someone might have been waiting on the ground to pick him up.

Airline executives and the F. B. I. declined to say whether the ransom money was marked or serial numbers were recorded.

THE HIJACKER took over the flight from Portland to Seattle Wednesday by showing a stewardess what he said was a bomb in a briefcase. He collected \$200,000 ransom at the Seattle-Taco-

ma Airport in exchange for the plane's 36 passengers and two stewardesses.

He ordered two parachute assemblies, each consisting of a chest pack and a back pack, then demanded the back door be left open as the plane flew to Reno. When it arrived in Reno, he was gone.

A three-man flight crew and a stewardess said they were confined to the cockpit after the plane left Seattle and did not see the hijacker jump.

IN PICKING a 727, the methodical hijacker chose one of the few commercial jets with an exit at its extreme rear, under the tail — one acceptable for a parachute jump.

It was determined yesterday that one of the two parachutes apparently used in the jump was an inoperable ground-practice chute.

(Indicate page, name of newspaper, city and state.)

P. A7
Seattle Times
Seattle, Washington

Date: 11-26-71
Edition: Night Sports Final
Author:
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: SEATTLE
☐ Being Investigated

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DB Cooper-22514

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI-SEATTLE	

Tom McDowell, Clark County undersheriff, said:

"We're either looking for a parachute or a hole in the ground."

Clark County Sheriff Eugene Cotton said the hijacker is thought to have parachuted from the jetliner at 8:13 p. m. Wednesday as the plane was flying low and slow. The plane was over View, near Woodland, at that time.

Planes and helicopters criss-crossed the area most of yesterday before weather conditions cut visibility.

THE HIJACKER, about 6 feet tall, 175 pounds with black hair and olive complexion, used the name D. B. Cooper when he boarded the plane.

Officials say he obviously was familiar with aircraft operation and parachuting.

It was the first time an aircraft hijacker used a

parachute, and it was the largest sum of money with which one has escaped in the United States.

Today's search in Clark County was ground and air.

THE SEARCH is being coordinated out of Woodland City Hall. About 25 sheriff's deputies and F. B. I. agents were interviewing residents in the area. Two reports that a parachutist was seen

Wednesday night proved false, McDowell, the undersheriff, said.

McDowell said three helicopters were used for about an hour but fog cut visibility so badly they were grounded.

Residents were being interviewed in small Clark County towns such as View, Crawford, Heisson, Yacolt, Ariel — all east of Woodland and Interstate 5.

McDowell said the search is concentrated in an area of about 20 square miles. He said because it was Thanksgiving Eve roads in the area

were more heavily traveled than normal. McDowell said:

"If there was a night that someone was going to see something around there, that was as good a night as any."

SAC, SEATTLE (164-81) (P)

3/18/75

SA

Sub B

Sub C

b6
b7c

NORJAK
OO: SEATTLE

RE: SUB B NEWSPAPER CLIPPINGS
SUB C PUBLICITY

filed in 164-81-Sub B

Enclosed is one copy of an article that appeared recently in the Seattle PI. It is written by EMMETT WATSON and it is concerning captioned matter.

WATSON, in his article, refers to DARRELL HOUSTON, who has written a novel entitled "The Ballad of D. E. Sky-jacker". WATSON advised HOUSTON has spent three years writing this book.

This book should be reviewed in order to determine the amount and extent of information that would be available to an individual who might claim to be identical with Unsub in this matter in order to gain financial reward as well as publicity.

ARMED & DANGEROUS

3 - Seattle
RNN/ljt
(3)

Sub B

164-81-6500

SEARCHED	INDEXED
SERIALIZED	FILED
FBI-SEATTLE	

DB Cooper-22516

(Mount Clipping in Space Below)

Three years have passed since 'D.B. Cooper'

Sub B

By Allen Nacheman
Associated Press Writer

PORTLAND, Ore. (AP) — It has been three years since the skyjacker called Dan Cooper parachuted from a Northwest Airlines jet with \$200,000 in ransom money and wrote himself into the folklore of the Pacific Northwest.

Two more and he'll be home free — if he's alive.

"The federal statute of limitations on that crime is five years," said Sidney Lezak, U.S. attorney in Portland.

According to the U.S. Department of Transportation, Cooper is the only person ever to hijack a domestic airliner who has not been killed or brought to justice.

"We know nothing more about him today than we did at 11 p.m. Wednesday, Nov. 24, 1971," says Julius Mattson, special agent in charge of the Portland FBI office. "I just wish we had something to go on. We don't have a thing. Just a big zero."

These are the events of that Thanksgiving Eve as authorities reconstructed them:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines flight 305 which originated in Washington, D.C.

No antihijacking measures were in operation as the 36 passengers boarded the Boeing 727 for the 25-minute flight.

In the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Following Cooper's orders, Miss Mucklow sat beside him and wrote down instructions to the pilot.

(Indicate page, name of newspaper, city and state.)

Page 20
The Daily News
Longview, Washington

Date: 11/27/74
Edition: afternoon
Author: Allen Nacheman (AP)
Editor: Ted M. Natt
Title: Norjak

Character: CAA
or
Classification: 164-81
Submitting Office: Seattle
☐ Being Investigated

164-81-Sub B

SEARCHED	INDEXED
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FBI-SEATTLE	

DB Cooper-22517

He wanted 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise, he would blow up the plane, he said.

Airline officials and FBI agents complied and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from Cooper for about 20 minutes. At 8:10 p.m., as the plane crossed the Lewis River in southwestern Washington, Capt. William Scott thought the skyjacker was having trouble with the ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

Another light flashed showing the ramp was fully extended. A few seconds later Cooper came back on the interphone: "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21-pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities pinpointed Cooper's jump point near Woodland, Wash. The little town was transformed into a bustling command post for a small army of newsmen, FBI agents, police and soldiers from Ft. Lewis, Wash.

With planes, helicopters, jeeps and track dogs, they combed the vast, densely wooded region northeast of Woodland.

The skyjacker had left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into a 200 m.p.h. wind and 7-degrees-below-zero temperatures.

He could not have survived, the police reasoned. They were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later, the searchers went home.

Cooper soon became a legend in the Northwest. A hit recording lauded him as a Robin Hood who beat the establishment. T-shirts bearing his name sold by the thousands.

Then, late in March 1972, 300 soldiers combed the thawing terrain for 18 days and found not a trace of Dan Cooper or his bag of money.

Mattson says the FBI is still actively searching for Cooper. "I just wish we had a development, something to go on," he says.

Horsesey alias

* * *

Four-legged namesake of D. B. Cooper at 'Acres

By BETTY HOPPER

RENTON — (AP) — D. B. Cooper is alive and well and running at Longacres Race Track, where his bag is full of oats instead of cash.

The four-legged D. B. Cooper was named after the man who used that name before he hijacked a Northwest Airlines plane and parachuted into the Thanksgiving Eve darkness with \$200,000 ransom two years ago and disappeared.

How did they become connected? There by hangs a tale . . . or perhaps a tail.

ACCORDING TO D. B.'s owner, Joe Shabaz, the colt was foaled about the time D. B. parachuted, possibly in the area of the Shabaz ranch near LaCenter in southwest Washington.

Law-enforcement agencies and military teams

searched the area for weeks. The helicopters, swooping low over the farmlands, and the constant ground parties engraved the name of D. B. Cooper on the minds of the residents.

"We got to thinking," says Shabaz. "We were trying to get a name for this guy. He was always an active little colt that was always jumping here and jumping there, always all over the place. So one of the hands said, 'Why don't we call him D. B. Cooper? If he had a parachute, he'd probably try to bail out of something.'"

"So we named him D. B. Cooper, and when the wife sent the name in, the Jockey Club wrote back and wanted to know if we'd get permission from D. B. Cooper to use his name."

"She explained to them that he was a hijacker of an airplane and she didn't think there'd be any repercussions from him about using his name, so they approved D. B. Cooper and that's how we would up with that name for him."

"I doubt if he's ever going to be a big horse, but he's a nice, good-looking colt and he's got a good body on him. If he just runs a little bit that's good enough for me."

"I'm not out to make a killing. It's just a lot of fun, although not a very lucrative operation with the price of hay and grain these days."

So far, D. B. hasn't tested his legs competitively. He's been getting used to the changes from farm life to racing life, the difference in food, the noise of the starting gate, the sounds of the crowd, but Shabaz says he expects to start racing the 2-year-old next month.

Shabaz, who races nine horses, says his wife does all the naming. "She gets the good names but I can't get the run out of them so there's something wrong somewhere. But maybe D. B. Cooper will do the the running for us."

A police sketch of the other D. B. hangs beside his stall to spur him on.

164-81-Sub-B

SEARCHED	INDEXED
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JUL 19 1974	
FBI - SEATTLE	

- ① Skull Found in Oregon NOT DB Cooper's
- ② Three years have passed since DB Cooper
- ③ Skyjacker \$200,000 elude 3rd Search

DB Cooper-22520



Director, FBI (164-2111)
Attn. Correspondence and Tours Section
External Affairs Division
SAC, Portland (164-41) (P)

12/20/73

Sub B Clipping
Encls +
Sub C Encls
Sub FF Encls

NORJAK
OO: Seattle

Enclosed herewith to the Bureau and Seattle are news clippings from the "Oregon Journal," Portland, Oregon, daily newspaper, for the weekdays of 11/22-12/14/73, publicizing the NORJAK case. In addition to the clippings, there are forwarded to Bureau and Seattle the complete front pages of the 11/22, 11/23, 11/26 and 11/27/73, editions of this paper. These pages are being forwarded in their entirety to illustrate the prominent front page coverage the "Oregon Journal" gave this story.

ROLLA J. CRICK is the author of these articles, and he spent considerable time and effort preparing for publication. I believe this coverage again demonstrates his constructive, enthusiastic cooperation with this office.

Numerous leads have been received from all over the country as a result of this publicity. Radio and television publicity in various parts of the country has been a spin-off of the CRICK series.

It is recommended the Bureau consider sending ROLLA J. CRICK an appreciative letter over the Director's signature. Letter should be addressed as follows: Mr. ROLLA J. CRICK, Staff Writer, "Oregon Journal," 1320 SW Broadway, Portland, Oregon, 97201. There is nothing in Portland files which would preclude sending this letter.

2 Bureau (Encs. 25)
2 Seattle (164-81)(Encs. 25)
2 Portland
(1 - 164-41; 1 - 80-651)

JLM:lam
(6)

Sub B

164-81-6014

SEARCHED.....	INDEXED.....
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FBI - SEATTLE	

N

① 1,000 reward for DB Twenty

DB Cooper-22522

(Mount Clipping in Space Below)

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

The Journal is making its "Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with the parachuting hijacker popularly known as D. B. Cooper.

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlines prior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to provide information on the whereabouts of the elusive hijacker.

The "Secret Witness" plan will enable someone with one or more of the missing bills to surrender the money and still keep his or her identity secret.

Here is how to use the plan:

1. Place the money in a place of your choosing and write down instructions for locating it.

2. Do not sign your name, but on both lower corners of the first page write a code, using any combination of

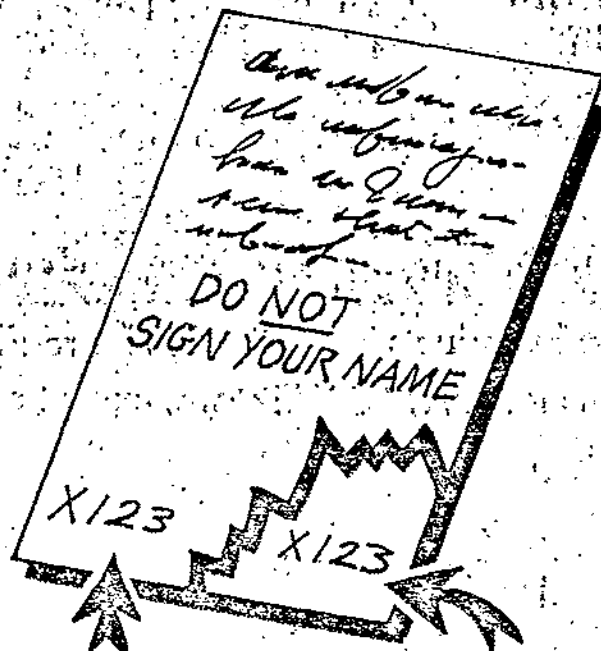
numbers and letters.

3. Tear off one of the corners, making a jagged tear. Keep the torn off corner bearing your code and mail the report containing the duplicate code to "Secret Witness," The Journal, 1320 SW Broadway, Portland, Ore. 97201.

The Journal will forward

your information to the FBI which will pick up the money and verify whether it is indeed from the Cooper ransom. If it is, that fact will be published in the newspaper.

After that, give the torn off corner you have kept to a trusted friend or to an attorney or to your minister with instructions to take it direct-



CHOOSE YOUR
OWN CODE

SAVE
THIS

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 26, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

Bufile

Classification: 164-2111

Submitting Office: Portland

☒ Being Investigated

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SERIAL.....	FILED.....
DEC 21 1973	
SEATTLE	

164-81-Sub B
DB Cooper-22523

ly to the Secret Witness plan coordinator at The Journal. If the codes and torn edges match, your agent will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

The procedure listed in points 1, 2 and 3 can be followed for supplying information about what has happened to Cooper.

Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money.

"Suppose someone had found the money and has been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; such a person might welcome the 'Secret Witness' opportunity," Mattson added.

There has long been speculation that the hijacker perished in his nocturnal leap from the jetliner and that some day a hunter or hiker would find his body or the money somewhere along the flight path of the aircraft between Seattle and Reno. It is this possibility to which Mattson refers.

(Mount Clipping in Space Below)

Cooper Bill List Sparks New Leads

The FBI has received several new leads and offers of help in the 2-year-old D.B. Cooper hijacking case since The Journal offered to pay \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

Julius Mattson, agent in charge of the Portland office of the FBI, said every re-

sponse is followed through and that there have been several new ones during the days the newspaper has been publishing the list of serial numbers of the bills Cooper disappeared with.

A man who gave the name Dan Cooper when he purchased a ticket at Portland hijacked a Northwest Orient Airlines Boeing 727 Thanksgiving Eve, 1971, and extorted \$200,000 from the airline. He and the money disappeared when he parachuted from the jet somewhere between Seattle and Reno.

Anyone coming into possession of one of the 10,000 \$20 bills can call The Journal at 221-8374, use the newspaper's Secret Witness if he desires safeguard his identity or bring the bill to the news-

paper or to the nearest office of the FBI. If it is the first one to surface from the money Cooper had, and that fact is verified by the FBI, the newspaper will pay the holder \$1,000.

The Journal began publishing the list of serial numbers Nov. 22 and other parts of the list have appeared each day since with the exception of weekend editions. Persons unable to obtain copies of the newspaper may, by checking with their nearest FBI office, be able to inspect a copy of the official list there.

(Indicate page, name of newspaper, city and state.)

3 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 30, 1973
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

Character:
or Bufile
Classification: 164-2111
Submitting Office: Portland

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132 893 446A 69	132 958 835A 69	133 061 143A 69	133 127 076A 69	133 191 422A 69
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(Mount Clipping in Space Below)

Hijack 'Near-Misses' Surface

The Journal has received several telephone calls from people who have \$20 bills in which the serial numbers almost match those from the D.B. Cooper hijack loot.

None, however, have matched all the way and thus the newspaper's offer still stands to pay \$1,000 for

the first \$20 of the Cooper money to be turned in.

The money given to the man called Cooper was hastily gathered in the Seattle area on Thanksgiving Eve, 1971. The serial numbers are not in consecutive order, although the FBI's list, which

is being republished in The Journal in installments, has been arranged alphabetically and numerically.

The newspaper began reproducing the list on Nov. 22 and additional numbers have been published each day except for the weekend editions.

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Cooper Bill List Creates 'Unusual Interest' In \$20s

Banks in the Portland area are reporting an "unusual interest" in \$20 bills.

They believe the demand for the bills is the result of the decision of The Journal to publish the numbers of all the \$20 bills included in \$200,000 extorted by airline hijacker D. B. Cooper two years ago.

A man calling himself Cooper extorted the money from Northwest Orient Airlines, then apparently bailed out of a skyjacked plane over Southwestern Washington.

John Kodel of First National Bank said all of the tellers of the bank's Head Office

branch had been asked to change money into \$20 bills by persons hoping to cash in on The Journal's offer to pay \$1,000 to the person bringing in the first \$20 bill from Cooper's haul.

The money may also be turned in to any office of the Federal Bureau of Investigation.

Kodel said fairly large sums of money were being exchanged for \$20 bills, many by people carrying copies of The Journal's listings.

The largest sum was brought in by a man who laid five \$100 bills on the

counter and asked for \$20 bills in return," said Kodel.

One woman wrote The Journal from Orlando, Fla., saying that she had asked for her Social Security payment in \$20 bills.

The Florida correspondent and others writing from New York, Virginia, Vermont, California and Hawaii have been advised to check the numbers of their \$20 bills at local offices of the Federal Bureau of Investigation.

Copies of the numbers also are in the hands of Scotland Yard, Interpol and major police agencies throughout the world.

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11 THE OREGON JOURNAL
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(Mount Clipping in Space Below)

List Of \$20 Numbers Spurs Hunt For D.B. Cooper

By ROLLA J. CRICK
Journal Staff Writer

The search goes on.

For two years, the FBI has combed the woods for a clue to the location of the airline hijacker who called himself Dan Cooper and of the \$200,000 he extorted from Northwest Orient Airlines.

"We've never stopped looking for the man or the money or both," J. Earl Milne, agent in charge of the Seattle office of the FBI, informed The Journal Tuesday in thanking the newspaper for publishing the serial numbers of the missing \$20 bills.

The baffling Cooper case falls under the jurisdiction of the Seattle FBI office because the actual extortion of the money occurred in Seattle, although the crime had its beginning in Portland.

"Leads continually are being received and we check them out," Milne said.

"But I would like to add my continued plea for people to look for the missing bills. If we could recover just one of those \$20 bills, it would put us far ahead of where we have been."

The Journal is offering \$1,000 for the first of the missing bills to be turned in either to the newspaper or to any office of the FBI. Authenticity of the bill as a part of the Cooper ransom money will be verified by the FBI and then The Journal will pay the \$1,000 to the person who had it.

The reward offer has attracted attention across the nation. Inquiries about it have been received by the newspaper from as far away as Virginia, New York, Los Angeles and Hawaii.

Reproduction of the FBI's official 34-page booklet of the 10,000 "Cooper cash" serial numbers was started in The Journal Thanksgiving Day and will be continued in installments. Persons who cannot easily obtain copies of the newspaper could inquire at the FBI office nearest their home cities as to whether they could obtain or inspect a copy of the FBI's list.

Since making the reward offer, The Journal has referred to the FBI information coming to it on the finding of part of a parachute at the 6,700-foot level on the northeast slope of Mt. Hood.

The find was recent and may have no connection with the Cooper case, but Julius Mattson, agent in charge of the Portland office of the FBI, said a part of the find is being sent to Seattle for comparison with what is known about the four parachutes delivered to the hijacker. The parachutes and the money were delivered to "Cooper" as ransom for the passengers and some crew members of the jet he commandeered out of Portland.

Milne said the composite picture of the hijacker published on Page 1 of this edition of The Journal "is the best likeness we have ever had of the man."

The hijacker bought a ticket to Seattle, giving the name Dan Cooper, about an hour before he boarded NWA flight 305 at Portland International Airport on Thanksgiving Eve, 1971. He handed his demand note to a stewardess, displayed what appeared to be a dynamite bomb in the briefcase he carried, and warned, "No funny stuff."

The crew cautioned against intervention from law enforcement people for fear the hijacker would carry out his threat. The jet spent several hours on the ground at Seattle while the money was rounded up. Then the passengers and all but a skeleton crew were released and the 737 took off toward Reno.

The hijacker disappeared from the jetliner after the rear stairway was lowered in flight. So did the money.

Cooper spoke in a low voice and intelligently. There was no particular accent, according to the witnesses, although possibly he spoke as someone from the mid-West section of the United States.

He smoked Raleigh filter-tipped cigarettes. He was dressed in a black or brown suit, narrow black tie, white shirt, black rain-type overcoat or topcoat and brown shoes. He carried a dark briefcase and a paper bag.

During part of the flight, he put on dark wrap-around sunglasses with dark frames.

He was thought to be in his mid-40s, 5 feet 10 to 6 feet, 170 to 180 pounds and had an olive or Latin appearance. He parted his dark hair on the left and combed it back.

(Indicate page, name of newspaper, city and state.)

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(Mount Clipping in Space Below)

Journal Completes 'Cooper' Bill Listing

The Journal in this edition reproduces the last of the official FBI list of serial numbers of \$20 bills that disappeared with the hijacker known as D.B. or Dan Cooper when he parachuted from a Northwest Orient Airlines jet Thanksgiving Eve, 1971, between Seattle and Reno.

He extorted \$200,000 from the airline that night as ransom for the release of the passengers and some of the crew of the jet he originally hijacked just after it left Portland for Seattle.

To date, neither Cooper nor the money has shown up.

The Journal last Nov. 22 offered to pay \$1,000 for the first of the missing \$20 bills to be turned in to the newspaper or to any FBI office in the nation. The offer triggered requests from all parts of the country, by telephone and letter, for copies of the list of serial numbers that the newspaper has been publishing in installments.

In checking bills in their possession, many people have come close to matching them with the serial numbers of the missing currency, but so far none of the money Cooper took has been recovered.

Many readers have prepared their own booklets from the newspaper listings and with this edition those readers will have complete copies of the official document prepared by the FBI and heretofore distributed mainly to financial institutions.

Persons who are missing key editions of The Journal may order them from the Circulation Department by telephoning 221-8240 or writing to The Journal, 1320 SW Broadway, Portland, Ore. 97201. For people who are outside of the normal circulation area of the newspaper, check with the nearest FBI office for permission to inspect a copy of the list there.

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
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The Journal will continue \$20 of the Cooper loot until 1974, the third anniversary of its offer of \$1,000 for the first Thanksgiving Eve, the hijacking.

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(Mount Clipping in Space Below)

\$20 Bills Get Close Look Here

For perhaps the first time, most people in the Portland area know whose picture is on a \$20 bill.

That's because they have been checking serial numbers on bills in their possession against the list of serial numbers being published in The Journal of the \$20 bills extorted from Northwest Orient Airlines in the \$200,000 "D.B. Cooper" hijack of 1971.

The newspaper will pay \$1,000 for the first of the "Cooper cash" to be turned in either to the newspaper or to the FBI.

Publication of the 10,000 serial numbers began in last Thursday's Journal and will be continued in installments until the entire list is reproduced for the newspaper's readers from the official FBI list.

The fate of the man who bought a ticket at Portland under the name "Dan Cooper" and then parachuted into the night with money he extorted from the airline is a baffling mystery. Not so baffling is what happened to those who thought Cooper's road to riches worth trying.

The FBI's breakdown of

cases, stripped to the bare essentials of date, name of hijacker or hijackers, airline involved, money demanded and results, shows the following, starting with four hijacks ahead of Cooper:

June 4, 1970, Arthur Gates Barkley, Trans World Airline, \$100 million, wounded by FBI agents; taken into custody and committed to a mental institution.

May 28, 1971, James Edwin Bennett Jr., Eastern Airlines, \$500,000, overpowered by airline officials; tried and found not guilty by reason of insanity.

June 12, 1971, Gregory Lamar White, Trans World, \$75,000, wounded by FBI agent and taken into custody.

July 2, 1971, Robert Lee Jackson and Ligia Lucrecia Sanchez Archila, Braniff International Airlines, \$100,000, taken into custody in Buenos Aires, Argentina, and incarcerated.

Nov. 24, 1971, unknown subject (Dan Cooper), Northwest Orient Airlines, \$200,000, identity and whereabouts unknown; money not recovered.

Dec. 24, 1971, Everett

Leary Holt, NWA, \$300,000, surrendered to FBI agents; awaiting sentencing.

Dec. 26, 1971, Donald Lewis Coleman, American Airlines, \$250,000, overpowered by crew and charged with aircraft piracy.

Jan. 12, 1972, Billy Eugene Hurst Jr., Braniff, \$1 million, taken into custody by FBI agents and charged with aircraft piracy.

Jan. 20, 1972, Richard Charles LaPoint, Air West, \$50,000, bailed out; taken into custody by FBI agents; sentenced to four years in prison; money recovered.

Jan. 26, 1972, Merlyn LaVerne S. George, Mohawk Airlines, \$200,000, shot and killed by FBI agents.

Jan. 29, 1972, Garrett Brock Trapnell, Trans World Airlines, \$308,600, shot and wounded by FBI agents and charged with aircraft piracy.

April 7, 1972, Richard Floyd McCoy Jr., United Airlines, \$500,000, bailed out; identified; charged with aircraft piracy and sentenced to 45 years imprisonment.

April 9, 1972, Stanley Harlon Speck, Pacific Southwest Airways, \$500,000, arrested

(Indicate page, name of newspaper, city and state.)

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by FBI agents on aircraft piracy.

April 11, 1972, Major Burton Davenport, Continental Airlines, \$500,000, taken into custody by FBI agents but federal charge dismissed by reason of mental condition.

April 17, 1972, William Herbert Greene, Delta Airlines, \$500,000, taken into custody by FBI and charged with aircraft piracy.

May 5, 1972, Frederick William Hahneman, Eastern, \$303,000, bailed out over Honduras; taken into custody and charged with aircraft piracy; money not recovered.

June 2, 1972, Willie Roger Holder and Catherine Kerkow (of Coos Bay), Western Airlines, \$500,000, arrived Algeria, money returned and both charged with aircraft piracy but at latest reports they were still in Algeria.

June 2, 1972, Robb Dolin Heady, United, \$200,000, bailed out; taken into custody by local authorities; pleaded guilty to aircraft piracy; sentenced to 30 years imprisonment.

June 23, 1972, Martin Joseph McNally and Walter John Petlikowsky, American, \$502,500, McNally bailed out; arrested by FBI and charged with aircraft piracy; Petlikowsky charged with aiding and abetting.

July 5, 1972, Dimitri Krestiv Alexiev, Michael Dimitrov Azmanoff and Lubomir Peichev, Pacific Southwest, \$455,000, taken into custody by FBI and charged with aircraft piracy.

July 6, 1972, Francis M. Goodell, Pacific Southwest, \$455,000, taken into custody

by FBI on charge of aircraft piracy.

July 12, 1972, Michael Stanley Green and Luisegeed Tesfa, National Airlines, \$600,000, taken into custody by FBI on aircraft piracy.

July 12, 1972, Melvin Martin Fisher, American, \$550,000, taken into custody by FBI and charged with aircraft piracy.

July 31, 1972, George Edward Wright, George Brown, Melvin McNair III, Jean Carol McNair, nee Allen, and Joyce Tillerson, Delta, \$1 million, subjects in Algeria; money recovered.

Aug. 18, 1972, Frank Marcoe Sibley Jr., United, \$2 million, wounded by FBI agents; charged with aircraft piracy and awaiting trial; money recovered.

There have been no hijacks since that.

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\$20 FEDERAL RESERVE NOTE

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K36 831 871A 63A	100 422 974A 69	100 773 010A 69	101 324 190A 69	101 492 594A 69
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100 317 749A 69	100 675 756A 69	101 005 204A 69	101 422 138A 69	101 603 033A 69
100 320 219A 69	100 678 693A 69	101 010 185A 69	101 426 170A 69	101 603 426A 69
100 322 716A 69	100 692 646A 69	101 060 767A 63	101 429 473A 69	101 609 346A 69
100 323 707A 69	100 694 871A 69	101 078 241A 69	101 430 090A 69	101 612 156A 69
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100 329 131A 69	100 708 124A 69	101 125 250A 69	101 432 528A 69	101 614 209A 69
100 330 162A 69	100 712 260A 69	101 125 322A 69	101 446 932A 69	101 616 753A 69
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100 354 584A 69	100 715 039A 69	101 163 541A 63	101 455 701A 69	101 621 912A 69
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100 383 269A 69	100 739 815A 69	101 257 897A 69	101 458 685A 69	101 638 520A 69
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(Mount Clipping in Space Below)

He may be bank robber, but he's not D. B. Cooper

PORTLAND — (UPI) — The Federal Bureau of Investigation says it has definitely eliminated any connection between a captured bank-robbery suspect and the elusive skyjacker "D. B. Cooper" who parachuted from an airliner in 1971 with \$200,000 in ransom.

Julius Mattson, F. B. I. special agent, said yesterday the robbery suspect, Arvidis J. Kiperts, 41, of Vancouver, Wash., was not the man who called himself Cooper in the hijacking of the Northwest Airlines jetliner.

The agent said Cooper was described as thin but Kiperts is stocky. He added that witnesses to the hijacking looked at a picture of Kiperts and said he was not Cooper.

The F. B. I. said it had conclusive

evidence that Kiperts was somewhere else at the time of the plane hijacking.

Kiperts was arrested in San Diego Monday night on an Oregon bank-robbery charge and is a suspect in a second bank robbery in Oregon in which the holdup man doodled the name D. B. Cooper on a bank-deposit slip.

A man who called himself D. B. Cooper hijacked the plane between Portland and Seattle on Thanksgiving Eve, 1971, and demanded the ransom and four parachutes. He bailed out of the plane between Seattle and Reno and disappeared.

Kiperts is being held in lieu of \$150,000 bail and is scheduled to appear before a United States magistrate in San Diego November 19.

Sub B

b6
b7C

(Indicate page, name of newspaper, city and state.)

p.A2 Seattle Times
Seattle, Wash.

Date: 11/10/73

Edition: Final

Author:

Editor: Henry MacLeod

Title:

NORJAK

Character:

or

Classification:

164-81-5037

Submitting Office Seattle

☒ Being Investigated

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 14 1973	
FBI-SEATTLE	

DB Cooper-22544

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

The Journal is making its "Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with the parachuting hijacker popularly known as D. B. Cooper.

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlines prior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to provide information on the whereabouts of the elusive hijacker.

The "Secret Witness" plan will enable someone with one or more of the missing bills to surrender the money and still keep his or her identity secret.

Here is how to use the plan:

1. Place the money in a place of your choosing and write down instructions for locating it.

2. Do not sign your name, but on both lower corners of the first page write a code, using any combination of

numbers and letters.

3. Tear off one of the corners, making a jagged tear. Keep the torn off corner bearing your code and mail the report containing the duplicate code to "Secret Witness," The Journal, 1320 SW Broadway, Portland, Ore. 97201.

The Journal will forward

your information to the FBI which will pick up the money and verify whether it is indeed from the Cooper ransom. If it is, that fact will be published in the newspaper.

After that, give the torn-off corner you have kept to a trusted friend or to an attorney or to your minister with instructions to take it direct-

ly to the Secret Witness plan coordinator at The Journal. If the codes and torn edges match, your agent will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

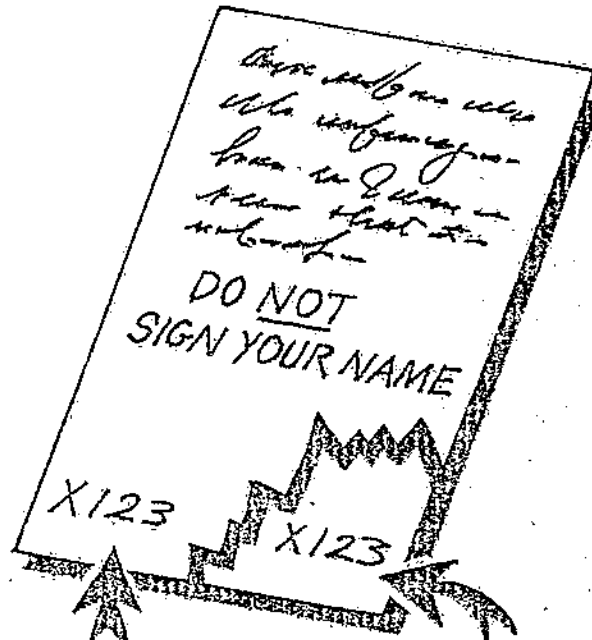
The procedure listed in points 1, 2 and 3 can be followed for supplying information about what has happened to Cooper.

Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money.

"Suppose someone had found the money and has been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; such a person might welcome the 'Secret Witness' opportunity," Mattson added.

There has long been speculation that the hijacker perished in his nocturnal leap from the jetliner and that some day a hunter or hiker would find his body or the money somewhere along the flight path of the aircraft between Seattle and Reno. It is this possibility to which Mattson refers.

(See List of Missing Bills on Page 6)



CHOOSE YOUR
OWN CODE

SAVE
THIS

Oregon Journal
Portland, Oregon
11/26/73

164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI-SEATTLE	

Skyjacker Cooper: still a folk hero, still a mystery

PORTLAND, Ore. (AP) — Two years after parachuting from a Northwest Airlines jet with \$200,000 in ransom money, the skyjacker known as Dan Cooper remains a folk hero and a mystery.

He is, according to the U.S. Department of Transportation, the only person ever to hijack a domestic airliner who has not been killed or brought to justice.

"We really know nothing more about him today than we did at 11 p.m. Wednesday, Nov. 24, 1971," says Julius Mattson, special agent in charge of the Portland FBI office.

Authorities said this is what happened on that Thanksgiving Eve:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines' Flight 305 which originated in Washington, D.C.

No antiblacking measures were in operation as the 36 passengers boarded the Boeing 727 for the 25-minute flight.

Once in the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Following Cooper's orders, Miss Mucklow sat beside the skyjacker and wrote down instructions to the pilot.



AP photo

D. B. Cooper
As passengers remembered him

HE WANTED 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise he threatened to blow up the plane.

Airline officials and Federal Bureau of Investigation agents complied with his requests and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from Cooper for about 20 minutes. At 8:10 p.m., as the plane

crossed the Lewis River in southwestern Washington, Capt. William Scott thought the hijacker was having trouble with the ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

ANOTHER LIGHT flashed showing the ramp was fully extended. A few seconds later the hijacker came back on the interphone: "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21-pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities believed Cooper jumped from the plane near Woodland, Wash. The town was transformed into a bustling command post for a small army of newsmen and dozens of FBI agents, police and soldiers from Ft. Lewis.

With planes, helicopters, Jeeps and track dogs, they combed the vast, densely wooded region northeast of Woodland. Much of it was rugged terrain, thick with freshly

164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI-SEATTLE	

11

DB Cooper-22546

fallen snow, and virtually impassable.

The hijacker left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into a 200 m.p.h. hour wind and temperatures of minus 7 degrees.

HE COULD NOT have survived, police reasoned. They said they were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later the army of searchers was disbanded.

In the ensuing months Cooper

became a legend in the Northwest — pictured as a lone Robin Hood who stole from a giant corporation, hurt no one and got away. A song extolling his feat became a hit. "D. B. Cooper, Where Are You?" Tee shirts sold by the thousands.

The media had erroneously identified the skyjacker as D. B. rather than Dan Cooper.

Then, late in March 1972, 300 soldiers from Ft. Lewis searched the thawing terrain for 18 days. They found not a trace of Cooper, "although we did find a body and cleared up a local murder," says FBI

B-2 Tacoma, Wash., Thurs., Nov. 29, 1973 The News Tribune

agent Mattson.

"We investigated every report and so far have proved that the various men reported to be Cooper could not have been the man on Flight 305," Mattson says.

"WE HAVE NO physical evidence to go on except the \$20 bills," he said, adding the numbers of all 10,000 bills were circulated to banks in a 34-page booklet. None has turned up.

Northwest Airlines, which

offered a \$25,000 reward for recovery of the ransom, has canceled the offer.

But last week, on the second anniversary of the hijacking, the Oregon Journal newspaper offered \$1,000 to anyone who could produce one of the \$20 bills. There have been no takers.

Mattson says a number of FBI agents have worked on the case, to no avail.

IN D.B. COOPER CAPER

\$1,000 For Hijacked \$20 Bill Offer Stands

By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

Those seven words sum up what has so far been an exercise in futility: the combined efforts of law enforcement to mark finis to the so-called "D. B. Cooper caper," the aircraft hijack that changed commercial air travel for everyone.

They also account, in part, for The Journal's offer to pay \$1,000 for \$20, providing that Twenty can be verified to be part of the \$200,000 that the man known as Cooper extorted from Northwest Orient Airlines in an act of air piracy that began at Portland on Thanksgiving Eve, 1971.

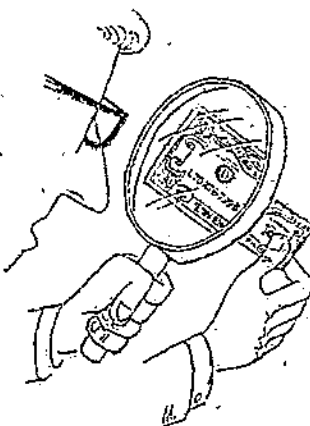
The Journal will pay \$1,000 to the first person who brings in one of the 10,000 \$20 bills given to Cooper that

rainy November night in ransom for the freedom of the passengers and some of the crew of the 727 jetliner he commandeered with a threat to explode a bomb. The money may be brought either to The Journal or to

any FBI field office in the nation or any law enforcement agency and The Journal will pay the \$1,000 when the FBI verifies that the bill is one of those Cooper had in his possession when he parachuted from the jetliner somewhere between Seattle and Reno.

What Cooper did had repercussions no one foresaw at the time. Because it was never really determined what happened to him and the money, a round of skyjackings was touched off in the U.S. and overseas, some resulting in loss of life, and now everyone boarding a commercial airliner is subject to some kind of screening process in a search for weapons.

The so-called "sterile concourse" concept is in force



at airports from Portland, Ore., to Portland, Me., and from Seattle to Miami whereby no one enters an aircraft boarding area without screening.

It has worked, for there have been no hijackings in the U.S. since August, 1972.

Meanwhile, only Cooper—if he did not die in his leap from the jet with the money—was successful among the skyjackers and attempted hijackers of U.S. aircraft in the past 24 months.

The FBI has prepared a law enforcement bulletin on the "Futility of Aircraft Hijacking" which shows a long list of persons who have been killed, have been prosecuted, are awaiting prosecution or are identified and being sought as fugitives.

Five hijackers have been killed by FBI agents and six wounded. Passengers have killed one and wounded another. Crewmen have wounded one and three have committed suicide.

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

(see list of bills and story on page 4.)

Oregon Journal
Portland, Oregon
11/23/73

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI—SEATTLE	

(Mount Clipping in Space Below)

IN 'D.B. COOPER CAPER'

\$1,000 For Hijacked \$20 Bill

Offer Stands

By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

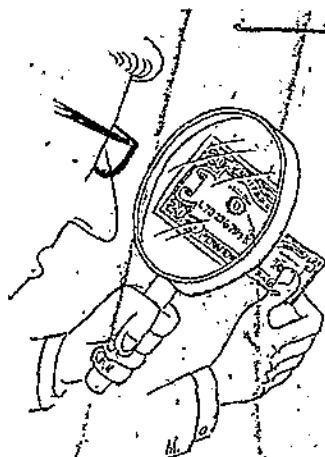
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Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

Persons who believe they have one of the missing bills may telephone The Journal, 221-8370.

(See list of bills and story, on page 4. There will be no list in the weekend edition of The Journal, but more of the serial numbers will be published Monday.)

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

Bufile

Classification: 164-2111

Submitting Office: Portland

☒ Being Investigated

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1 - SEATTLE	

DB Cooper-22549

164-81-Sub-B

(Mount Clipping in Space Below)

Winner Of D.B. Cooper \$20 Bill Hunt Gets \$1,000

Are you checking the serial numbers of the \$20 bills in your possession against the list being published in The Journal of bills given to the aircraft hijacker identified as D.B. or Dan Cooper?

It's a fascinating game which could pay you \$1,000 for one of the Cooper 20s and could result in solution of one of law enforcement's most baffling cases.

Checking serial numbers has resulted in solution of two Pacific Northwest crimes in the past decade, according to files of the FBI.

The Bank of California in Tacoma, Wash., was robbed Feb. 14, 1966 of \$9,850 and the amount included 10 \$20 bills that could be identified by serial number.

Numbers of the bills were circularized by Tacoma police in shopping centers and a few days later a man was arrested after he passed two bills identifiable as part of the bank robbery money.

He said he stole the money from a parked car, but in subsequent investigation he and two other men were implicated in the bank robbery and each was later sentenced to prison.

The second case had thrilling overtones and involved the leaving of \$25,000 at a specified site in Anchorage,

Alaska, in answer to a demand from a man who telephoned an airline that "a crooked egg" (bomb) was aboard a Seattle-bound jetliner and would explode when the plane descended to 10,000 feet.

The jet had 118 passengers, including 72 children, and 9 crew members aboard. Under those conditions, the airline arranged for the money to be delivered to the designated site and then awaited a call to describe the hiding place of the bomb and how to disarm it.

The call never came and eventually the jet had to land after five tension-filled hours and did so at Seattle with people praying and holding their breath. There was no bomb.

But in the bundle of bills making up the \$25,000 was a number of bills in which the serial numbers had been recorded and these numbers were distributed to airlines, banks, savings and loan associations, car rental companies, hotels, finance companies, grocery stores and other places.

The extortion occurred Aug. 11, 1970. In mid-September one of the identifiable bills turned up in a bank. FBI agents traced the bill to an apartment house manager, then to a renter of an apartment and finally to another bank. Eventually it was determined that a man

who had paid cash for renting a car on Aug. 12 had lived in the area of the pay-off site, all because of the one bill that turned up.

Still later, the Klamath Falls Police Department inquired about a man who had arrived in that city with a large amount of money and had paid off his wife's debts. FBI agents based in Portland determined that the man had been a big spender while in Oregon, giving his wife \$1,400, his mother-in-law \$400, paying \$100 to a bar owner for loss of a barmaid for one night, buying two cars and spending \$500 to \$1,000 per evening buying drinks for customers in a bar.

Sept. 20, 1970, the FBI arrested a West German citizen in Portland and he admitted making the hoax calls to the airline. He later that year was sentenced to five years in the custody of the attorney general of the United States on a charge of imparting or conveying false information.

Checking the \$20 bills in your possession against those in the so-called Cooper caper might result in solution of that case also. The Journal is publishing the serial numbers in installments (some are at left) and will publish more of them over the next several days until the complete list has been made available to readers.

(Indicate page, name of newspaper, city and state.)

4 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

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JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU?

\$1,000 Offered For First \$20 Bill

By ROLLA J. CRICK
Journal Staff Writer

The Journal will pay \$1,000 for the first \$20 bill turned in to the newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the

\$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971.

The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substan-

tial aid to the two-year investigation of the nation's most celebrated airplane hijacking.

It is also made with the belief that if any of the money is in circulation, that fact can be established by alert readers who check the serial

numbers on \$20 bills in their possession.

The man known as Cooper demanded and obtained \$200,000 in \$20 bills, plus four parachutes, and disappeared into the rain-spattered night somewhere between Seattle and Reno from the 727 he had commandeered at Portland International Airport. Neither he nor the money have appeared since, but there is a chance that almost anyone by now may have come into possession of one of the bills.

To assist in the search for the money, The Journal is publishing on page 31 the serial numbers of some of the missing twenties and will publish more of the list on succeeding days. Serial numbers of the bills that were delivered to Cooper were recorded before the delivery was made.

This is the first time that the list of numbers has been made public. Banks and other financial institutions have had a 95-page booklet of the numbers since its prepara-

tion by the FBI shortly after the hijacking.

Journal readers who keep each of the partial lists published by the newspaper will be able to put together their own copies of the complete official list.

The Journal invites other news media to aid in the distribution of serial numbers.

Northwest Airlines initially offered a reward of 15 per cent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

The Journal's \$1,000 for \$20 will be paid even if the first bill to be turned in is surrendered directly to the FBI at any of its field offices, once it is established that the bill surfaced because of the newspaper's publication of the list of serial numbers.

"D. B. Cooper" or "Dan Cooper" is the name assigned to the middle-aged, dark-haired man who boarded NWA flight 305 at Portland Thanksgiving Eve, 1971,

and presented a note to a stewardess. The note demanded money and parachutes and was backed up by display of what the man claimed was a bomb. After negotiations on the ground in Seattle the demand was met and the plane took off for Reno.

The plane reached Reno, but Cooper was not to be found.

A flight recorder indicated that the rear door of the 727 was opened shortly after takeoff and it was assumed that Cooper had parachuted about then.

There has been a widespread belief that the hijacker perished in the nocturnal jump. Speculation has ranged from the possibility that his body someday would be found hanging in the shrouds of parachutes caught in a tree to the chance that he and the money are at the bottom of Lake Merwin near Cougar, Wash., location of an intensive search in 1972.

(See Numbers on Page 31)

regon Journal
Portland, Oregon
1/22/73

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(Mount Clipping in Space Below)

JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU?

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Journal Staff Writer

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(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 22, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

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DB Cooper-22554

(Mount Clipping in Space Below)

'Cooper' Bill Reward Offered

The Journal, in cooperation with the Federal Bureau of Investigation, is publishing the complete list of serial numbers of 10,000 \$20 bills paid to the man identified as "D.B. Cooper" Thanksgiving Eve, 1971, in return for the release of passengers and some stewardesses of a Northwest Orient Airlines 727 jet he hijacked out of Portland.

Because of the enormity of the task, the list of serial numbers will be published in installments. The first grouping of numbers is at the left.

There are 34 pages of numbers in the FBI's official list and each of these pages will

be reproduced by The Journal. Readers can clip and mount the reproductions on notebook paper and create their own copies of the official list.

The currency paid to Cooper was collected in a few short hours in the Seattle area that night two years ago while the hijacked jetliner waited on a runway at Seattle-Tacoma International Airport and airline and law enforcement officials negotiated for release of passengers and some crew members.

The money was all in \$20 Federal Reserve notes.

It disappeared with Cooper when he parachuted from the rear stairs of the jetliner between Seattle and Reno.

Banks and other financial institutions have had copies of the list of serial numbers since it was first prepared by the FBI shortly after the air piracy occurred. This is the first time that the list

has been made available to the public.

The series year for the bills, if known, is shown after the serial numbers.

Readers are requested to examine all \$20 bills now in their possession or which hereafter come into their possession to ascertain whether they have any of the missing ransom money.

The Journal will pay \$1,000 for the first \$20 bill from that ransom money that is turned in either to the newspaper or to the FBI.

Check the list of serial numbers published in this and subsequent editions of the newspaper. You may have one of the missing bills.

(Indicate page, name of newspaper, city and state.)

31 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 22, 1973

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Author: Rolla J. Crick

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(Mount Clipping in Space Below)

Search For Skyjacked Bills Revives 'D.B. Cooper' Song

By ROLLA J. CRICK

Journal Staff Writer

Remember the song, "D.B. Cooper: Where Are You?"

Since The Journal made its offer to pay \$1,000 for the first \$20 bill turned in from the money the man popularly known as D.B. Cooper parachuted into the night with, the song has been played periodically on disc jockey programs.

It had almost faded away, but the new Cooper publicity gave it new life.

It was written by Judy Sword, 25, of Baker, a guitarist now singing in a Yakima,



JUDY SWORD

... writes 'D.B.' song

ma, Wash., supper club. She was in Astoria when the hijack occurred and the name D.B. Cooper was on everyone's lips.

Whether prophetically or not, she wrote lyrics and music within two weeks of the incident and indicated that Cooper died hanging in a tree in the shrouds of a parachute while his stolen money drifted to the ground.

The song further emphasized the D.B. Cooper name in the minds of the public in

those first weeks as the search for the hijacker ranged from Seattle to Reno. It enjoyed another brief round of popularity a year ago when FBI agents and Army troops from Ft. Lewis, Wash., combed the woods of Cowlitz County.

And now it's playing again.

Ironically, though, D.B. Cooper is the wrong name.

Somehow in the first hours after the hijack the name D.B. Cooper cropped up and stuck. It may have been because the FBI was checking on an individual whose name really was D.B. Cooper, but he was in jail at the time of the hijack.

When the hijacker bought his Portland to Seattle ticket in Portland, he gave the name Dan Cooper. The FBI now officially identifies the man they want as Dan Cooper. That name was obtained by a process of elimination as the only passenger left on the 727 jetliner in Seattle after the hijacker let the other passengers go.

Curiously, there was a bona fide Cooper who got off the still-to-be-hijacked plane at Portland. The FBI investigated him and determined that he had not flown on to Seattle and thus could not be the hijacker. His first name was not Dan; it was Michael.

Dan Cooper was not the right name for the hijacker in any case, the FBI believes.

But whether Dan or D.B. or Rumpelstiltskin Cooper, the FBI would like to talk to him, if he is the hijacker.

And The Journal still is willing to pay \$1,000 for that first \$20 of "Cooper cash" to be turned in. Serial numbers of some of the bills are at right.

(Indicate page, name of newspaper, city and state.)

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FBI - SEATTLE

DB Cooper-22568

More Bills Listed

DON'T ASSUME that banks already have checked against the hijack loot of the man called D.B. Cooper the serial numbers of \$20 bills that come into your possession. It's true that since The Journal made its

offer to pay \$1,000 for the first of those bills to be turned in, many bank tellers have joined the public in checking serial numbers. But in this period of Christmas shopping the turnover of bills is so great that many \$20s likely escape comparison with the list the newspaper is publishing in installments.

(Mount Clipping in Space Below)

\$1,000 For \$20 Unclaimed

Despite a scattering of new clues and national publicity since The Journal launched its offer of \$1,000 for the first D.B. Cooper \$20 bill found, the airline hijacker's where-

abouts is still unknown.

FBI officials report receiving many letters and phone calls — many offering new clues — but no big break in the 1971 hijack of a North-

west Orient jet in Seattle.

The Journal will continue running the extensive list of serial numbers until all have been published. The \$1,000 reward will remain valid indefinitely.

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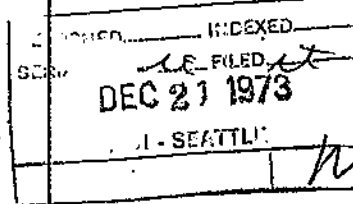
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2 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 7, 1973
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 Author: Rolla J. Crick
 Editor: Donald Sterling, Jr.
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☐ Being Investigated

Beware Bogus Bills

FUNNY MONEY circulating in the Pacific Northwest could complicate the search for \$20 bills from the money taken by the hijacker known as D.B. Cooper when he parachuted from a plane two years ago.

The Journal is offering \$1,000 for the first of the genuine "Cooper cash" bills to be turned in and is publishing serial numbers of the bills in installments. But counterfeiters are circulating \$1 bills with pasted-on \$20 markings. Real \$20 bills do not have a picture of George Washington.

SEARCHED INDEXED
 SERIALIZED FILED
 DEC 21 1973
 FBI - SEATTLE

164-81-Sub B

(Mount Clipping in Space Below)

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2 THE OREGON JOURNAL
PORTLAND, OREGON

More Bills Listed

FBI AGENTS in Oregon and Washington are checking into some new leads in the baffling Dan Cooper skyjacking case that have come in since The Journal began publishing lists of the serial numbers of

\$20 bills taken in the extortion and offered \$1,000 for the first of the bills to be turned in. Some of the leads involve reports of persons who look like the artist's sketch. The Journal ran recently of how people on the jetliner Cooper hijacked think he looked.

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DB Cooper-22572

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(Mount Clipping in Space Below)

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(Indicate page, name of newspaper, city and state.)

10 THE OREGON JOURNAL
PORTLAND, OREGON**"Cooper Cash"**

STILL NOT FOUND, apparently, are any of the 10,000 \$20 bills that vanished with the airline hijacker known as D.B. Cooper two years ago. When given to him, they were in packet weighing 24½ pounds and

measuring 6 by 8 by 27 inches. The Journal will pay \$1,000 for the first bill turned in. This is another page from the FBI's booklet listing serial numbers of the missing currency. Check your \$20 bills against list being reproduced over several days in the newspaper.

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DB Cooper-22573

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(Mount Clipping in Space Below)

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L33 607 454A 69	L33 651 454A 69	L34 049 018A 69	L34 091 729A 69	L34 158 187A 69
L33 607 483A 69	L33 651 768A 69	L34 049 211A 69	L34 096 333A 69	L34 159 194A 69
L33 607 657A 69	L33 655 756A 69	L34 051 474A 69	L34 100 375A 69	L34 159 936A 69
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(Indicate page, name of newspaper, city and state.)

6 THE OREGON JOURNAL
PORTLAND, OREGON

Cooper Bill Hunt Hits Dixie

The Journal's offer to pay \$1,000 to anyone who turns in the first \$20 bill of the money extorted from Northwest Orient Airlines two years ago by the hijacker known as Dan Cooper has brought a tourist-oriented response from Florida.

"I could not think of a better excuse to visit your beautiful area if I were successful

in uncovering one of these bills," wrote C. J. Berg, Lighthouse Point, Fla.

He sent money to pay for copies of the newspaper carrying some of the serial numbers of the missing bills and reported that his area is tourist and pari-mutuel oriented "and it is quite possible that some of those \$20

bills are being circulated here."

For persons who live in areas where it is inconvenient to obtain copies of The Journal, the newspaper advises them to check with their local FBI office for permission to inspect the official FBI list of bills. The Journal is reproducing that list in installments.

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Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

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SERIALIZED..... FILED.....
DEC 21 1973
FBI - SEATTLE

DB Cooper-22574

(Mount Clipping in Space Below)

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L33 287 592A 69	L33 325 910A 69	L33 401 519A 69	L33 480 838A 69	L33 536 852A 69
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L33 293 408A 69	L33 327 849A 69	L33 407 544A 69	L33 482 975A 69	L33 540 489A 69
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L33 294 005A 69	L33 331 418A 69	L33 408 805A 69	L33 483 520A 69	L33 547 574A 69
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(Indicate page, name of newspaper, city and state.)

3 THE OREGON JOURNAL
PORTLAND, OREGON

Could D.B. Cooper Be In Kansas?

Is D. B. Cooper alive and well in Kansas?

A Wichita resident who heard of The Journal's offer to pay \$1,000 for the first \$20 bill to be turned in from the \$200,000 the man known as Cooper disappeared with two years ago raised that issue in a letter to the newspaper.

He wrote that about the time The Journal began its search for the missing bills a Wichita television station re-

ported that a man who would not give his name was passing out \$20 bills to motorists on a turnpike. He reportedly was rewarding motorists who were driving at 50 miles per hour.

"After reading about Mr. Cooper I got to wondering could he possibly be doing

something like this to get rid of the money?" wrote the Wichita resident.

Whatever happened to the money the hijacker Cooper got, none of it has so far surfaced, not even in Kansas and not even with The Journal's continuing reward offer.

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Edition:

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Editor: Donald Sterling, Jr.

Title: NORJAK

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DEC 21 1973	
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164-81-Sub B

DB Cooper-22575

Secretary's Tape Story Challenged

LOS ANGELES (UPI) — Experts familiar with the recorder involved say Rose Mary Woods' version of how a key White House tape was erased describes an accident that is either technically impossible or highly unlikely.

One of Nixon's Watergate tapes—marred with whistles, hums and garbled noises—was played for the first time in public Tuesday in the court of Federal Judge John J. Sirica.

The tape contained conversations Nixon had with his former key aides, John D. Ehrlichman and H.R. Halde- man, on June 20, 1972. The judge ordered it played to try to determine if the recordings had been altered in any way.

Sirica granted prosecutor's request that Miss Woods' typewriter and lamp be brought to court for safe-keeping. He balked at a suggestion from her attorney that all her office furniture be brought in.

Several representatives of the communications industry challenged Miss Woods' ac- count of how the tape was erased.

The Los Angeles Times questioned technicians and executives in the audio in- dustry, who deal with the Uher 5000.

Miss Woods, President Nixon's secretary, told a fed- eral judge that she had ac- cidentally punched the "re- cord" key instead of the "stop" key while transcrib-

ing from the tape, but kept her foot down on a pedal control that allows secretaries to control the tape by foot movements while typ- ing. That forced the tape through with the recording head activated, she said, erasing the recording of the first meeting between Presi- dent Nixon and H. R. Halde- man after the Watergate break-in.

A mysterious 18-minute "hum" apparently is all that remains of the conversation Nixon had with Halde-man on June 20, 1972.

The President's four- month court battle to keep the recordings sealed ended Monday afternoon when his lawyers carried 10 of them to Judge Sirica's chambers for safe-keeping while the judge decides which por- tions, if any, should go to the Watergate grand jury to ex- amine for "possible criminal conduct" among the White House high command.

"I don't believe that can be done," said George Mun- yan, service manager for Magnetic TVI Corp., a firm selling the German-made Uher, after hearing Miss Woods' explanation.

Carl Bennett, service man- ager for Martell Electronics of Los Angeles, the chief U.S. importer of Uher ma- chines, said the mistake de- scribed by Miss Woods was theoretically possible, but the chances she would make such a mistake "are very,

very low because of the way it (the recorder) is de- signed." He said there "is no reason at all" for any com- petent secretary to make such an error.

Frank Larkin of Audio Vi- deo Craft, Inc., who has sold Uher recorders for many years, said "It's not some- thing a person could do ac- cidentally. They make it very difficult to put the machine in the erase position just so people won't accidentally erase their recordings."

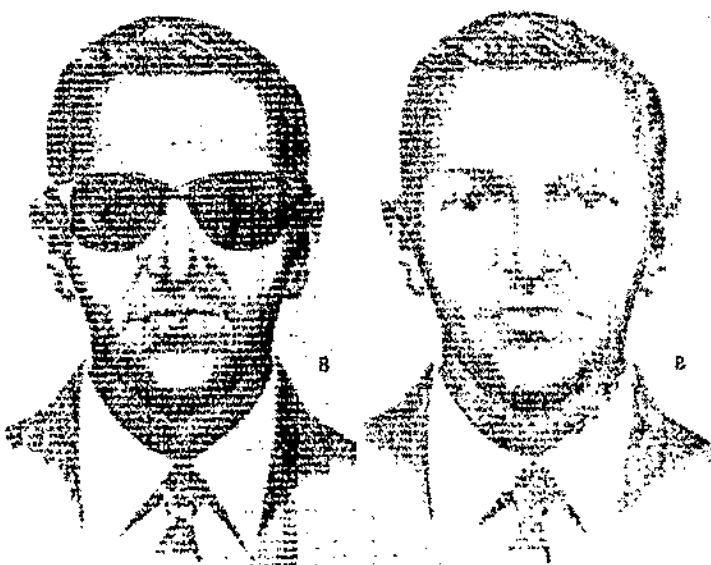
Bennett noted that the erased portion was described as containing a humming sound. That puzzled him, he said, because if the tape had been erased by the Uher's own recording head "there shouldn't be anything but a slight hissing noise."

The technicians said the humming noise might have resulted if a microphone had been plugged into the record- ing circuit at the time Miss Woods says it was ac- cidentally switched on, but then the mike should have picked up external sounds, such as a telephone call.

William Lindsey, a sales- man for Magnetic TVI, said he doubted that the accident described by Miss Woods could have happened that way because features de- signed into the machine, pre- cisely to prevent such ac- cidents, would have stopped her.

(Related story on Page 7, Northwest Living Section)

Where's D.B. Cooper? Journal Reward Aids Search



Have You Seen Him?

HERE ARE artist's composite sketches of parachuting hijacker Dan Cooper who dis- appeared with \$200,000 from Northwest Orient Airlines jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

The FBI is still looking for him and money. The Journal is offering \$1,000 for first \$20 of that money to be turned in, if money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

10¢

Tuesday, November 27, 1973

JOURNAL

Oregon Portland, Oregon

Final Sports/Stocks

FUEL SHORTAGE BLAMED

DB Cooper-22576

UAL To Low Off 1.000

TRANSMIT VIA:

☐ Teletype
☐ Facsimile

☒ ~~Airtel~~

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ E F T O
☐ CLEAR

Date 6/16/78

TO: SAC, SEATTLE (164-81)

FROM: SAC, PORTLAND (164-41) (P) *Sub B*

SUBJECT: NORJAK (A)
(OO: Seattle)
Bufile 164-2111

Re Seattle airtel to Portland dated 5/25/78.

Enclosed herewith for Seattle is a packet consisting of xerox copies of all press clippings contained in the Portland file concerning captioned matter.

/ For information of Seattle, Portland has issued no press releases concerning captioned matter. /

ARMED AND DANGEROUS.

2 - Seattle (Enc. 1) *and 746*
2 - Portland

RPH:cab
(4)

Sub B
164 81-7959

SEARCHED <i>h</i>	INDEXED <i>h</i>
SERIALIZED <i>h</i>	FILED <i>h</i>
JUN 17 1978	
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Approved: *[Signature]*

Transmitted _____
(Number) (Time)

Per _____

FBI/DOJ
DB Cooper-22577

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(Mount Clipping in Space Below)

FBI man vows to hunt down America's parachute skyjacker

By BARRIE WATTS

AN FBI man has sworn he will never stop trying to solve one of America's most baffling mysteries—where is sky pirate D.B. Cooper?

Cooper, whose real identity has never been discovered, is believed to have parachuted from a hijacked Northwest Airlines Boeing 727, \$200,000 in ransom strapped to his body, as it flew over rugged terrain in Washington State on Nov. 24, 1971.

But military jets tailing the plane did not see him bail out. He and the money vanished without trace despite a massive, computer-coordinated manhunt.

Even so, Ralph Himmelsbach, an FBI special agent who has worked doggedly on the case since the beginning, told THE STAR he will never give up the search.

"I dearly want to get him," he said. "Someone, somewhere, must know who Cooper really is. Sooner or later a clue must come to the surface."

To Himmelsbach, the Cooper affair is the greatest unsolved puzzle in modern-day piracy. But he has no respect or admiration for the man who hijacked the Northwest flight between Portland, Ore., and Seattle, Wash., on that fateful day.

The flight began like any other for stewardess Florence Shaffner. She was checking that passengers had fastened their seatbelts when a tall, dark-complexioned man with black hair and sunglasses and



Sketches of D.B. Cooper made after the hijack show him as ordinary-looking. At left, he is pictured in sunglasses he wore during hijack.

their own initiative airline officials decided to amass the ransom in \$20 bills. There would be 10,000 of them, and their serial numbers would be recorded.

As the plane finally circled over Seattle, pilot William Scott played middleman in the negotiations. None of the flight crew ever saw Cooper. His orders were relayed by stewardess Mucklow. Meanwhile the bored passengers yawned at the delay.

After 90 minutes of circling,

remained aboard with the hijacker.

As Cooper had ordered, the plane was refueled for a flight to Mexico, with one stop in Reno. Then a technical problem developed in the refueling truck. As time dragged by pilot Scott radioed ground control in a trembling voice. The man in back, he said, was getting "awful nasty."

Finally, when the jet was ready to go, a Federal Aviation Administration official chose that moment to go aboard and call on the skyjacker to surrender.

Cooper looked at him bleakly and growled: "Let's get this show on the road." The FAA man left fast.

When the jet was back in the air, Cooper told Tina Mucklow to "go forward, pull the curtain and don't come back."

It was the last anyone ever saw of Cooper. From that moment until he vanished into limbo, he communicated with the crew by phone.

Three Air Force jet fighters lurked above and behind the plane, anticipating that Cooper might jump. Radar followed the plane from the ground.

The jet lumbered at low speed as Cooper called the flight deck. He told Scott to open the jet's rear door. Scott did as he was told. From the rear exit, which extended beneath the tail, debarcation stairs led below and away from the fuselage. Cooper was going to walk into space.

Intensely cold air rushed into the cabin as the rear door was lowered. The plane was becoming

☐ Being Investigated



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state.)

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WATTS
as Corp.
Cooper to
American
skyjacker
H1

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164-41-SL

① 817

DB Cooper-22578

164-81-B

(Mount Clipping in Space Below)

Few drawn to Cooper Caper

By COLUMBIAN STAFF, AP

ARIEL — Skies were overcast and people almost as scarce as D.B. Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

Only a handful of people gathered around a steaming cauldron of buffalo stew at the Ariel Store and Tavern. And inside the tavern where another 30 people were gathered, beer flowed more freely than talk of old D.B., who either pulled off one of the greatest swindles of the age or died trying.

Cooper parachuted from a Northwest Airlines jet with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Day in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill.

As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI says it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is just next to Ariel, or in the dense woods in the immediate area.

(Indicate page, newspaper, city and state.)

Page Th:
21 Sunday
Columbian

Date: 11-21-77
Edition:

Title: *NEBJAK*

Character:

File: *164-41 S1*
Office: b6
b7C

DB Cooper-22579

(Mount Clipping in Space Below)

6 years after jump Despite search, tips, still no sign of Cooper

By LEVERETT RICHARDS
of The Oregonian staff

Dan Cooper, where are you?

After six years and some of the most intensive searches on record the fate of this first high-finance, high-jumping hijacker remains a baffling mystery.

"We really don't know any more today than we did 8:10 p.m. Wednesday Nov. 24, 1971, when a man who called himself Cooper dived out the rear end of a Northwest Airlines Boeing 727 with \$200,000 and vanished without a trace," said Ralph Himmelsbach, veteran FBI agent.

"Not one of those 10,000 \$20 bills has turned up," Himmelsbach said. "Neither has his parachute, money bag, or any solid evidence of any kind."

Thousands of reports have been investigated, scores of suspects checked out and hundreds of "clues" studied, but to no avail.

"A dozen or so new suspects were reported and investigated this year, only to be eliminated," Himmelsbach said. "We still don't know his identity. No one by that name or description has been reported missing."

No organized searches have been conducted in the past year, but dozens of individuals have asked for maps of the "target area," two miles east of La Center, Wash., where the hijacker is believed to have landed on that wild and windy night after boarding the airliner in Portland.

"From my investigations I lean to the hypothesis that Cooper landed in the dense woods either dead or mortally hurt," Himmelsbach said. "It could be years before his remains are found. That country is too rugged, too steep and too choked with brush to be searched thoroughly. A lot of hunters have probably been through there, but they don't plough through the thickets. They walk around them, just as the wild animals do."

Cooper's skyjacking inspired a wave of hijackings for large ransoms, leading to a rigid airport security system. The increased security has cut the number of hijacking attempts dramatically. No one has hijacked a plane and escaped since the the system went into effect, Himmelsbach said.

In the first six months of this year, Federal Aviation Administration security agents apprehended 370 individuals for carrying firearms at 71 airports around the country.

Every anniversary of Cooper's hijacking brings a flood of calls from people reporting they have suspicious \$20 bills, Himmelsbach said. "Anyone finding a \$20 bill that he thinks is suspicious should first look at the face of the bill.

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued.

"Obviously, if it was issued after 1971 it could not be one of the missing bills," Himmelsbach pointed out.

In Ariel, Wash., near where Cooper is believed to have bailed out, the mysterious skyjacker will be feted Saturday, Nov. 26.

Ariel residents have extended an invitation for Cooper to come back and spend a few \$20 bills at a buffalo stew feed in the general store.

(Indicate page, name of newspaper, city and state.)

C-1 The Oregonian

Date: 11-24-77
Edition: Sunrise

Title:

Character:
or
Classification:
Submitting Office:

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SERIALIZED

NOV 30 1977

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DB Cooper-22580

(Mount Clipping in Space Below)

Few drawn to Cooper Caper

By COLUMBIAN STAFF, AP

ARIEL — Skies were overcast and people almost as scarce as D.B. Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

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Cooper parachuted from a Northwest Airlines jet with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Day in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill.

As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI says it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is right next to Ariel, or in the dense woods in the immediate area.

(Indicate page, name of newspaper, city and state.)

Page The
21 Sunday
Columbian

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Character:

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Classification: 164-41 S

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DEC 21 1977

DB Cooper-22581

(Mount Clipping in Space Below)

Alive or dead, skyjack 'pioneer' came out los r

By LEVERETT RICHARDS

of The Oregonian staff

ON THANKSGIVING EVE five years ago, a man who said his name was Dan Cooper boarded Northwest Airline's flight 305 at Portland bound for Seattle. He displayed a "bomb," demanded and got \$200,000 in \$20 bills, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash., with the money.

Cooper, erroneously described in the press and radio at the time as "D.B. Cooper," was hailed in some quarters as a folk hero who "beat the system" and got away with a small fortune. Some acclaimed him as a Robin Hood who had committed the perfect crime. Part of the folk lore is that Cooper will be "home safe" Nov. 24, 1976 when the five-year statute of limitations expires.

The Federal Bureau of Investigation doesn't see it that way at all.

The FBI agents believe Cooper was a bungling amateur; they think he is almost certainly dead.

And if he or any accomplices have survived, they are still wanted men. There is no statute of limitations for them — ever, says Ralph Himmelsbach, veteran FBI agent who has lived with the Cooper case for the past five years, literally day and night.

"We are continuing our investigation unabated," said Himmelsbach. "We don't intend to give up. I still give a substantial portion of my time to checking out leads. We still get several tips every week. We pledged at the outset to investigate any information we received from the public."



RICHARDS

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The FBI bases its rejection of the statute of limitations on three major assumptions: There is no statute of limitations in capital crimes and air piracy or aerial hijacking was a crime punishable by death in November 1971 and still is.

There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any. Himmelsbach explained.

Seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved.

"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he jumped from the plane or died soon after landing. That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty."

To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:

"Cooper was given four parachutes," Himmelsbach said. "He cut the shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out."

"He left behind the two best parachutes — a 40-foot diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute."

(Indicate page, name of newspaper, city and state.)

B-1

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PORTLAND, OREGON

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DB Cooper-22582

He wore a pilot's seat pack parachute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had been usable he could not have attached it to his parachute harness, which had no D rings for use with a chest pack. No one who knew anything about parachutes would have made this many mistakes.

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe the device in detail, for security reasons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a battery.

He left no fingerprints in the plane, but did leave a couple of items which the FBI is not revealing because they could help identify the hijacker or confound any of the expected phony fame seekers who may claim to be Cooper when they think the statute of limitations has expired.

"Cooper could not have known where he was when he jumped," Himmelsbach said. "He did not know the exact route of flight or the altitude. The plane was on instruments in the higher of two layers of clouds all the way from Seattle to the vicinity of La Center."

"There was a radio marker beacon in the general area, but it was out of service. The hijacker could not have seen the ground and could not have determined his position by any kind of radio receiver, if he had one, which we don't know for sure. There was no way he could have known within miles of where he was."

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River where he bailed out. He was dressed in a business suit

and Oxford type street shoes. He had no hat or goggles.

"Parachute experts tell us his shoes would have been snapped off his feet when he stepped out into a 196-mile-an-hour slipstream; his eyes would have been blacked by the force of the wind and he probably would have tumbled out of control. He would have landed in his stocking feet, blinded by the slipstream, and the raging storm."

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile-an-hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death—even assuming his parachute opened."

How does the FBI know Cooper bailed out near La Center and landed somewhere along the Lewis River? The two Air Defense Command F106 jet interceptors which followed the 727 through the overcast that dark, stormy night, saw nothing. There was no radio transmitter on the parachutes delivered to the hijacker, which would have permitted pursuers to follow his trajectory as he bailed out.

But the FBI, with the aid of Northwest Airlines reconstructed the whole hijacking six weeks after the crime.

"The first week in January, 1972, we flew a Northwest 727 exactly like flight 305 over the same route with the same load, the same power settings, the same flap settings, same use of landing gear, from Seattle south. We had William Rataczak, first officer on the hijacked plane, at the controls," Himmelsbach said.

"Over the Lewis River, 35 miles north of Portland, the rear stairway was lowered and a 235-pound sled dropped off while a chase plane photographed its trajectory as it parachuted to the ground."

"As the load left the stairway it retracted to within eight inches of closing, then dropped back down. The result was a marked fluctuation in the cabin air pressure which caused the crews' ears to pop and registered a rapid change in the rate of pressurization on instruments in the cockpit."

"Rataczak said: 'That's just the way it was at 8:10 p.m. Nov. 24.' Only the crew didn't know what it meant then. They didn't know he had bailed out until they landed at Reno and found the plane empty."

The same rapid fluctuations in air pressure were noted in three bailouts from 727 airliners in the next few months, before the FAA ordered all rear doors rigged so they could not be opened in flight.

"There has not been a successful hijacking in the U.S. since," Himmelsbach was sized. "And none of the hijackers succeeded in bailing out got away with the money. All were caught and the money recovered."

The re-enactment of the hijacking was conducted in fair weather. But engineers fed into their computers estimated delays in opening the parachute, known speed of descent, wind velocity and direction and came up with

an area 6 1/2 miles long and 4 miles wide. The FBI assumes Cooper landed somewhere within this "target area," which barely includes Lake Merwin in its northeast corner.

Cooper couldn't have chosen a

worse place

clouds covered

ton, one with bases at 10,000 feet other from 5,300 feet up to 10,000 feet and more over Portland. Winds were gusting from 25 to 45 knots at Portland International Airport.

Lelooska, Indian artist who lives at Ariel, Wash., was driving home along the Lewis River about 8 p.m. and reported the wind and rain was buffeting the car so hard that he pulled off the road to wait for a break in the storm.

Himmelsbach, an experienced pilot, took off from Portland International Airport in a National Guard helicopter as the hijacked plane passed overhead.

"We were going to try and follow the 727," Himmelsbach said. "But the air was so rough and the clouds so low that we were called back before we got past downtown Portland."

The next day, Himmelsbach, who holds a commercial pilot rating, flew almost the entire route of the hijacked plane in his own airplane, accompanied by an experienced Civil Air Patrol observer.

"We flew directly over the area where we later estimated he had landed, but there is hardly a chance of seeing even a parachute canopy in the dense woods and brush that cover much of the area."

About 200 officers and men of the 3d Armored Cavalry from Ft. Lewis, equipped with five helicopters, searched the area for two weeks in mid-March, through brush and blackberry, searching farm buildings.

They found a murdered girl. They found a parachute canopy attached to a single tree. Cooper's plane was found in the snow.

"It is impossible to conduct a 100 per cent effective search in some of this area," Himmelsbach said. "There are acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on foot. A man could fall into one of those blackberry patches and just disappear. We would have to burn out the underbrush or cut it out by hand to conduct a thorough search."

"I have never thought Cooper went into the lake. From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

When Capt. William Scott, Flight Engineer H. E. Anderson, and First Officer Rataczak landed the 727 at Reno, with the rear stair door still dragging, they and Tina Mucklow, stewardess, found the cabin empty except for one

chest pack, the good one, and the sky divers' parachute, "the one he should have used." (Flight attendant Florence Schaffner and a third stewardess had been left behind in Seattle.)

The money was missing. So was the attache case in which he carried the crude dummy "bomb." The FBI found two personal items which they are not revealing. That was all. No fingerprints, no clues. The hijacker even reclaimed the hijack note he had written when he first boarded the plane.

Not one of the 10,000 \$20 bills Cooper obtained has turned up. The FBI circulated a list of the numbers to police, sheriffs and banks throughout the country. FBI and other agencies have been swamped with calls from people who think they have found one of the bills.

"We are still getting a score or more calls a week," Himmelsbach said. "Actually if everyone who gets a \$20 bill gave us a call we would be swamped. We want to check every suspicious bill, but we could eliminate 70 per cent of these calls if people would first take a look at the face of the bill."

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued."

"Obviously if it was issued after 1971 it could not be one of the missing bills," Himmelsbach pointed out.

The list of 10,000 numbers has been entered in the National Crime Information Computer system.

Almost every police station and sheriff's office has access to this computer, which can tell in two seconds whether the bill is on the wanted list, Himmelsbach said.

The FBI has not given up. The search goes on. While Cooper has cost the airlines and law enforcement agencies millions of dollars, his hijacking — the first one motivated strictly by greed — led to an airport security program which has resulted in the confiscation of thousands of weapons and the arrest and successful prosecution of hundreds of other criminals, Himmelsbach points out.

The Federal Aviation Administration reports five possible hijackings or other crimes against civil aviation were prevented by the security system in the first six months of 1976 and 2,840 firearms and seven explosive or incendiary devices were seized and 422 persons arrested.

P.S. If by some miracle Cooper should escape the FBI, he would still be wanted by the IRS. The Portland office of the Internal Revenue Service estimates Cooper would owe \$217,523 on his \$200,000 loot in taxes and penalties for failure to file and failure to pay. A possible civil penalty could raise that figure another \$60,000 — all of which goes to show that crime doesn't pay, the IRS says.



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(Mount Clipping in Space Below)

D.B.'s pants? 'Unlikely'

By DAVID KERN

Columbian Staff Writer

ARIEL — It is "highly unlikely" that the tattered slacks found by hunter William Lynch on Green Mountain near here could have been worn by famed skyjacker Dan Cooper, according to a highly informed law enforcement source.

"It is generally felt from looking at the crime laboratory report that the pants are not five years old," said the official, who asked that his name not be used.

"We're not any closer to catching Cooper than we've ever been," he added.

Seven FB agents spent 3½ hours on Nov. 24 searching around the area where Lynch spotted the pants. The blue-gray continental-style slacks were about 25 feet above the ground in a tree when Lynch spied them while hunting.

The source said it was generally felt that the pants would have been too large for Cooper. The slacks had about a 36-inch waist and 33-inch inseam. Cooper was described as about 5-foot-10 and weighing about 170 pounds.

About 200 persons celebrated the fifth anniversary

of Cooper's jump at the Ariel Store on Nov. 27. And although the slacks sparked a new interest in the case, the law enforcement official said, "We still don't have one good lead."

John Reed, agent in charge of the FBI's Seattle office, declined Saturday to discuss the laboratory tests. He said it is against Justice Department rules to discuss evidence in criminal cases.

"I figured they had been there some time — three years, maybe five years," Lynch, a logger, said Saturday. "I still think they came out of an airplane because of the way they were hanging."

Lynch said he is convinced the pants could have been in the tree for a long time because "of nature's signs" — fir needles and green moss stains. And he said the pants looked like the kind a businessman would wear, and "most woodsmen wear overalls and suspenders."

Many think Cooper might have landed near Lynch's home. Does Lynch think Cooper survived?

"It does seem something concrete would have come up," Lynch said. "But it's a big country to cover inch by inch."

(Indicate page, newspaper, city and state.)

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THE SUNDAY OREGONIAN
PORTLAND, OREGON

Date:

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J. Richard Jones

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DB Cooper-22586

(Mount Clipping in Space Below)

A party for D.B. Cooper

By BOB BURNETT
Columbian Staff Writer

ARIEL, Wash. — They held a big party here Saturday, but the guest of honor never showed up.

Or at least if he did, he was incognito. Not that anybody really expected the famous skyjacker to attend. Most authorities think he's dead, that he died in his hijacking attempt.

Dead or alive, the people of this tiny community on the shore of the North Fork of the Lewis River about 10 miles east of Woodland Saturday enlivened the legend of history's first parachute skyjacker, D.B. Cooper.

About 200 persons gathered here from as far away as Southern California to help the town Cooper put on the map commemorate the fifth anniversary of the day Cooper hijacked an airplane and disappeared into thin air with \$200,000 cash.

Germaine Tricola, who, with her husband, Vince, owns the Ariel General Store, and Dave Butterfield, who has a summer home nearby, schemed up the "Cooper Caper," mainly as an excuse to hold a party.

"Why not?" asked Mrs. Tricola. "After five years of everybody looking around and everything, why not have a party for Cooper?"

"Sure he's alive," she said. "I just have a gut feeling. He might be walking around in here right now. How would you know?"

"He's still alive without a doubt. That's what I think," added Vince Tricola.

He said people started arriving about 11 a.m. Carloads of curious, questioning people. The locals were eager to talk as long as the visitors were willing to listen. Somehow the tales got taller in the retelling.

Butterfield served up hefty portions of thick buffalo stew while Mrs. Tricola poured the brew.

An effigy of Cooper hung loosely from a parachute draped over the roof of the store. A Portland air-charter service provided seaplane rides at \$8 a head "to search for Cooper." "D.B.

(Indicate page, name of newspaper, city and state.)

Page 6 THE COLUMBIAN
VANCOUVER, WASHINGTON

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DB Cooper-22587

Cooper Fan Club" T-shirts were sold at the counter, along with "The Skyjacker's Guide" and "D.B. (King of the Midnight Blue)," two paperback offshoots of the Cooper legend.

Television stations and newspapers from Seattle to Portland were represented. A crew from Hollywood filmed a segment for a new series about missing persons, entitled "In Search Of. . ."

Posters decorated the walls: "Cooper, Where Are You?" "Will the Real D.B. Cooper Please Step Forward." "Free Cooper Kittens."

Posted on a tree to which the Tricola's goat, Fred, was tied: "Cooper's Reincarnation?"

Guitarist Richard Purdy of Woodland sang "Where Are You, D.B. Cooper" and an original song, "Ode to D.B. Cooper." A big hit was a Longview, Wash., man, D.B. (Donald Bob) Cooper, who helped to maintain the festive mood.

Cooper is the name used by a man who hijacked a Northwest Airlines 727 jetliner in Portland on Nov. 24, 1971. The plane flew to Seattle, where Cooper was given four parachutes and \$200,000 cash. He let the passengers off, then ordered the plane to fly to Reno, Nev.

Authorities put tiny Ariel — population about 400 — on the map by theorizing that Cooper jumped out around there or nearby Lake Merwin. The area was searched thoroughly by federal, state and local police, and by scores of hunters and others looking for the \$200,000. But nothing was ever found.

Last week, the FBI searched the area again after a pair of pants was discovered hanging in a tree. Nothing else was found.

Cooper was indicted for air piracy by a federal grand jury in Portland last Wednesday, just hours before the five-year statute of limitations would have run out.

Cooper used the name "Dan" when he bought his ticket. The initials "D.B." evolved during news coverage of the skyjacking.

Harold Babitzke's daughter, Janie, was driving to Babitzke's Ariel cabin about the time Cooper

is believed to have jumped. She remembers seeing a "strange-looking" man on Lewis River Road with a package under his arms. "He was walking in an awful hurry and he looked like he didn't want a ride from anybody," Babitzke said.

The FBI apparently discounted the possibility that the man was Cooper, he said.

"But I think it was Cooper. I really think he made it out."

Others agree: "I wouldn't rule it out," said Elise Henderson of Portland. "There's always a chance," added Hope Hazen of Amboy.

"I don't think he was even on the plane," said Midge Frasier of Amboy. "I think he got off with the money before it ever took off."

Ray Wallace of Toledo, Wash., said he thinks "Bigfoot took D.B. Cooper and the money to his cave. There ain't no foolin' about it."

And it got deeper as the afternoon wore into evening.

One area resident told how he heard the door of the jetliner slamming shut after Cooper jumped. Another displayed a wad of \$20 bills he said he couldn't spend because they were marked.

To cap the celebration, Tricola, having just answered the phone, looked stone-faced toward the crowded store and said he had just been called by President-elect Jimmy Carter.

There appeared to be almost as many believers as skeptics.

"There isn't enough of this kind of fun," said Joe Laherty of Lynnwood. "You gotta break the monotony somehow and this is the way to do it."

"It's something that probably will never happen again," said Mrs. Frasier. "If the guy never shows up, he'll still have made history here today."

Asked if the "Cooper Caper" party would become an annual event, Mrs. Tricola said:

"I don't know. Maybe. We'll see what the weather is like."

"If it's nice, well, we'll find some excuse to have another party."



Guitarist Richard Purdy of Woodland provided entertainment.

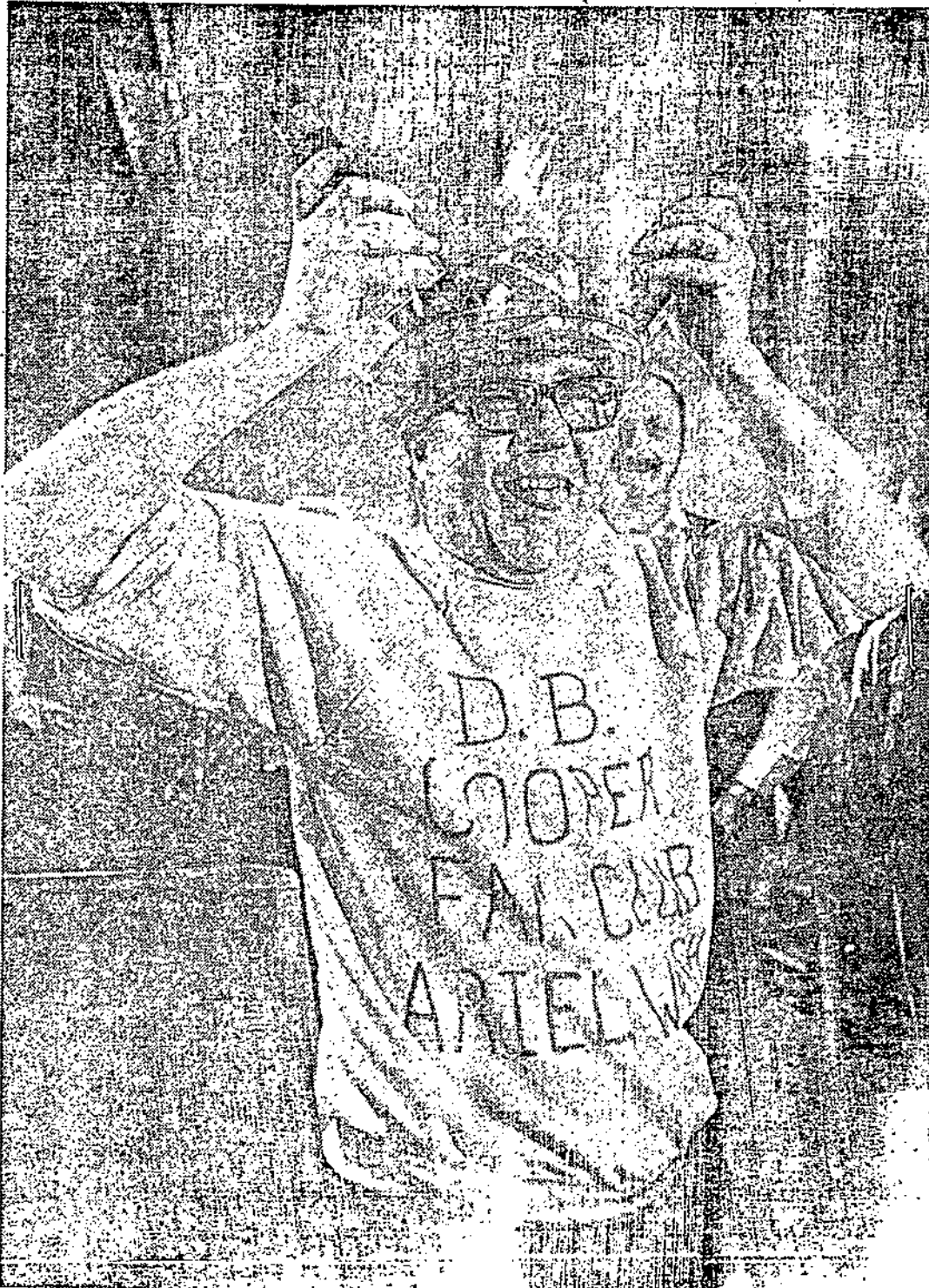


Mood was festive at Ariel General Store as people gathered from all around to commemorate Dan Cooper's skyjacking.



The Hamm's beer bear at the Ariel General Store has been redecorated in honor the man who put the tiny town on the map.

(Mount Clipping in Space Below)



(Indicate
newspaper, city and state)

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Bill ...

ays Cooper T-shirt

DB Cooper-22592



Dave Butterfield of Portland and Germalne Tricola of Ariel test buffalo stew.

(Mount Clipping in Space Below)

A party for D.B. Cooper

They had a big party in Ariel for folk hero D.B. Cooper Saturday, but the elusive parachutist did not show up. At least one knew it if he did. For the full story turn to page 6.



Bill MacDonald of Woodland, left, and Haze Brown of Ariel, ham it up at "Cooper Caper" party.

(Mount Clipping in Space Below)

Cooper indicted by jury 'in case'

PORTLAND, Ore. (AP) — Dan Cooper, who got a \$200,000 air piracy ransom five years ago but may not have successfully parachuted from the plane with the cash, has been indicted just in case he's "out there" alive.

Authorities said they sought the indictment, handed down Wednesday by a federal grand jury here, because of fear that Cooper might go free if a five-year statute of limitations expired.

The indictment, which named a fictitious "John Doe, also known as Dan Cooper," contained a second count accusing him of interstate commerce by extortion.

On Thanksgiving Eve in 1971, a hijacker calling himself Dan Cooper jumped from a Northwest Airlines 727 jet that had traveled from here to Seattle. Neither he nor the money, which was strapped to his chest beneath his business suit, has been found.

Jack Collins, first assistant U.S. attorney in Portland, said the indictment was sought "out of an abundance of caution. We have no present knowledge of his (Cooper's) whereabouts."

Orders to obtain the indictment came from Deputy Atty. Gen Richard Thornburg, head of the criminal division of the Justice Department, Collins said.

The department has taken the position that there is no statute of limitations on capital crimes, and that what

Cooper did was punishable by death at the time.

But a spokesman in Washington said the department wanted to avoid repetition of what occurred earlier this year when a judge threw out attempts to prosecute New Jersey Teamster leader Anthony Provenzano in a 1961 kidnap-slaying case on grounds that the statute of limitations had expired.

First reports of the skyjacking referred to the man as D.B. Cooper, but the name on his ticket read Dan Cooper.

Cooper boarded the flight Nov. 24, 1971, clutching a paper bag. Soon after takeoff, he told stewardesses he had a bomb and that he wanted \$200,000 in cash and four parachutes.

After other passengers got off in Seattle, the airline met Cooper's demands and the plane departed for Reno on his orders. Cooper bailed out somewhere over southwest Washington, officials said.

(Name of newspaper, city and state)

PAGE 1 VANCOUVER STAR

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Submitting Office: b7C
How Investigated: RPR

DB Cooper-22595

(Mount Clipping in Space Below)

'Cooper' pants report awaited

By DAVID KERN
Columbian Staff Writer

ARIEL — FBI agents are waiting for a crime laboratory report before deciding whether a pair of pants found by a rancher in the Green Mountain area of northern Clark County will be a good clue in the five-year-old case of skyjacker Dan Cooper.

John Reed, agent in charge of the FBI's Seattle office, said when he told agents in the crime laboratory in Washington, D.C., that he would be sending them back a pair of dress trousers which might be five years old they responded: "Geez, that's really far out but we'll kick it around."

Seven agents searched for 3 1/2 hours Wednesday for any clues in the area where rancher William Lynch found the trousers.

"Nothing," responded FBI agent John Pringle when he came out of the wooded area. And Reed said no more searches in the surroundings are scheduled.

"We should have a preliminary crime laboratory report by Friday or Monday," Reed said. He said that report might indicate where the laundry tag came from, whether the pants appeared to have weathered five years of the elements and other possible clues.

"There's a lot of leads that could come from one pair of pants," Reed said. But, he admitted, "Nothing looks good right now."

It was Nov. 25, 1971, that a man who identified

himself as Dan Cooper hijacked a Northwest Orient Airlines 727 jetliner, gained a \$200,000 ransom, and ordered the jet be flown from Seattle to Mexico with a refueling stop in Reno, Nev. He parachuted from the airplane, clutching a briefcase full of the money in \$20 bills, when the plane was 36 minutes out of Seattle.

Asked if the found slacks could have been planted by someone wanting to play a practical joke, Reed said: "The pants are possible evidence as far as I'm concerned. This just happens to be the fifth anniversary and these pants came in."

Rancher Lawrence Shinn hardly noticed the three FBI cars which were parked only a stone's throw from his barn off an abandoned logging road Wednesday.

Later, he poured a cup of coffee and said, yes, the case of Dan Cooper had created at least a ripple of interest in this mountain ranching community.

"I've set here a million times and said old Cooper is up in that timber," Shinn said, pointing north from a table near a kitchen window.

"To my knowledge, nobody has been in that area — only by helicopters. The wind was really howling that night and there was a driving rain," Shinn remembered.

"The helicopters were three or four abreast going back and forth," Shinn added.

Both Shinn and his wife, Maude, said Cooper

probably would have had a difficult time surviving because of his fall and the weather that night. The wind was blowing at 30 to 55 miles per hour.

"I have my doubts that he survived because it was quite cold that night," Mrs. Shinn said.

Cattle rancher William Lynch was reluctant to comment on the trousers he found. He said it was up to the authorities to determine if they belonged to Cooper.

Lynch spotted the slacks about 25 feet above the ground in a tree while hunting about one month ago. After reading some stories about Cooper, he called the Clark County Sheriff's Office to report his find.

Those slacks were resting crotch up in the tree so that some parts had green moss stains and large tears were in the thighs and knees.

The material seemed to be a double knit type, and the blue-gray slacks are continental style.

Whether Cooper could have worn them is uncertain. The pants have a 36 inch waist and about a 33 inch inseam, according to Dick Dyer, FBI agent in Vancouver. Cooper was described as being about 170 pounds and about 5 feet 10. If those dimensions were accurate, the pants might have been too large to fit the famed skyjacker.

While the FBI waits for a crime laboratory report, folks in these parts may be stopping in at a party in Cooper's honor at the Ariel Store Saturday.

(Indicate page, name of newspaper, city and state.)

Page THE COLUMBIAN
1 VANCOUVER, WASHINGTON

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DB Cooper-22596



FBI agents return to their cars after unsuccessful search Wednesday.

Staff photo by

(Mount Clipping in Space Below)

Tattered pants found

Cooper probe on in county

By DAVID KERN
Columbian Staff Writer

ARIEL. — Seven FBI agents searched 3½ hours without success today for clues in the D.B. Cooper sky-jacking case following the discovery of a pair of tattered, moss-stained pants in a tree three miles southeast of Merwin Dam.

"We searched and we didn't find anything else," said John Pringle, assistant agent in charge of the Seattle FBI office. "There's no way anybody can say whether his body is in there. The undergrowth is extremely thick and it's been five years and you never know."

Pringle said they were calling off the search at least for the time being and would probably return to Seattle.

The agents, carrying shovels and axes and wearing coveralls, were seen by one resident as they got out of their cars about 9:30 a.m. Wednesday on Lynch road in the Green Mountain area of northern Clark County and begin searching the woods. The gray-blue gien plaid pants were said by the FBI to have been found late last month by William Lynch, a Woodland-area hunter, as they were hanging about 25 feet above the ground in a Douglas-fir.

Authorities were quick to warn that the pants found by Lynch might not be Cooper's and that the discovery

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1 WASH. COUNTY OREGON

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DB Cooper-22598

might have stemmed from a hoax. However, the FBI in Seattle said it is following up on the pants discovery as seriously as it does all clues in the Cooper case.

Ray Mathis, an FBI spokesman in Seattle, told The Columbian late Wednesday morning that "about a half-dozen" agents were sent to the scene to search for additional clues. But, Mathis cautioned, "We consider this a routine lead. The only thing special about this is it comes five years after" the skyjacking.

It was Nov. 25, 1971 — Thanksgiving Eve — that a man identified as Dan Cooper hijacked a Northwest Orient Airlines 727 jetliner, demanded and received \$200,000 and ordered the plane to fly from Seattle to Mexico with a refueling stop in Reno, Nev. Thirty-six minutes out of Seattle, he parachuted to the ground clutching the money in a suitcase.

"All we want to do is pose the question, 'Are these his pants?'" FBI agent Dick Dyer of Vancouver said Tuesday afternoon.

But still, since this week is the fifth anniversary of Cooper's disappearance, chances may be good that the pants were planted as a hoax, authorities caution.

"We've been getting pants, parachutes, parachute cords for five years," said John Reed, agent in charge of the FBI's Seattle office.

Dyer said Lynch found the pants off Lynch Road, a former logging road now little more than a trail. He spotted the slacks from a nearby ridge. At first, Dyer said, Lynch thought they might be a deer.

Dyer said Lynch remembered it was the second Saturday of deer hunting season when he found the pants — Oct. 23.

"He didn't realize the significance of the pants until he started seeing stories about Cooper in the newspapers again," Dyer said.

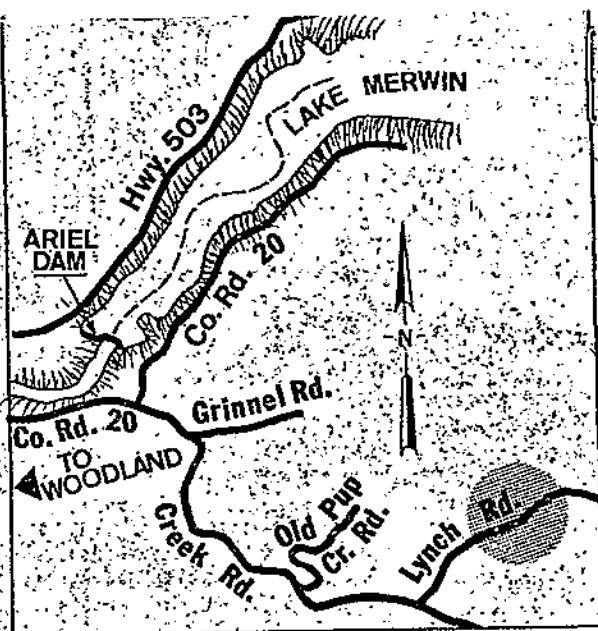
When reached by The Columbian, Lynch was reluctant to talk about his find, saying he wanted no publicity.

Lynch called the Clark County Sheriff's Office last week and Dyer was notified. The agent traveled to the area Tuesday with Lynch to view the scene of the discovery.

There are questions whether the pants could have been worn by Cooper.

The waist size is 36 inches and the inseam is about 33 inches, Dyer said. Cooper was described as being about 170 pounds and about 5'-10". Thus, it would appear the pants in the tree would normally be worn by a man larger than Cooper as he was described.

Probably an even more intriguing question is: how could the pants be in the tree with no sign of Cooper or his remains discovered nearby in the initial search by Dyer and Lynch?



Map shows area of search.



Staff photo by Reid Blackburn
FBI agent Dick Dyer, left, and Sheriff Eugene Cotton examine trousers found in tree.

(Mount Clipping in Space Below)

Town Seeks D.B. Cooper For Fest

By DIANE CARMAN
Journal Staff Writer

ARIEL, Wash. — The fun-loving people of Ariel request the honor of the presence of Dan Cooper, alias D.B. Cooper, at a celebration in commemoration of the fifth anniversary of his birth as the town legend.

If the people of Ariel could, they would send just such an invitation to Dan Cooper, the legendary hijacker who got away.

Cooper, as everyone in this neck of the woods remembers, was the guy who hijacked a Northwest Airlines flight between Portland and Seattle on Nov. 25, 1971, parachuting to the forest near here with \$200,000 in \$20 bills.

This year Germaine Tricola, owner of

the Ariel Store near Merwin Lake, is organizing "Cooper's Caper Party" on Nov. 27 to celebrate the event that made Ariel what it is today — a little town with a big mystery.

Mrs. Tricola said she expects most of the 200 to 300 families who live in the community to attend the gathering, which will continue throughout the day.

"It's pretty quiet around here this time of year and most of us are just looking for an excuse to have a party," she said.

"Somebody suggested we celebrate 'Cooper's Caper,' and I'm just nutty enough to do it," she said.

Mrs. Tricola said about half the people in the area still believe Cooper is still alive, and "most of them try to think he could have made it."

When asked if she expected guests at the party to impersonate Cooper, Mrs. Tricola said, "Of course, that's what makes a party a party."

She is cooking up gallons of buffalo stew to serve the guests at the party. She explained that there is no particular significance to buffalo stew in connection with Cooper. But, "It gets pretty cold up here and we could probably use something warm and good in this weather."

Chances are slim that Cooper will attend his anniversary party, but that doesn't mean he won't be welcome, said Mrs. Tricola.

"We'd love to have him drop in, even if he comes incognito," she said.

"Anyway, I think we'll have a good time," she explained. "It doesn't take much to amuse us up here."

(Indicate newspaper, city and state)

THE OREGON JOURNAL
PORTLAND, OREGON

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Editor: (JR)

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(Mount Clipping in Space Below)

If Cooper survived skyjacking, pants first on shopping list

Mysterious and missing skyjacker Dan (D.B.) Cooper got away with \$200,000 in airline money five years ago and the caper may have cost him his pants.

The Federal Bureau of Investigation in Seattle Wednesday confirmed that a farmer and logger in the Green Mountain area of Washington State's Clark County had found a pair of pants in a tree near where Cooper bailed out of the hijacked airliner.

Up until dark Wednesday, FBI

shot. I hope nobody's playing a hoax on us."

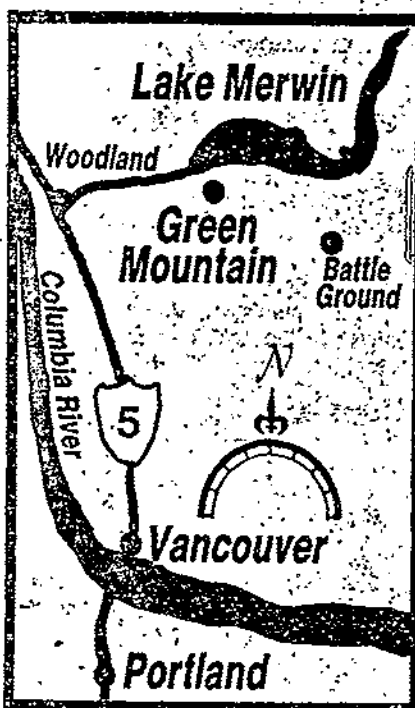
The general area where Cooper is believed to have landed was searched for weeks by the FBI and Army after a

agents searched the area where the pants were found, tattered and moss-stained, by William Lynch about a month ago.

Agent Dick Dyer in Vancouver said "All we want to do is pose the question, 'are these his pants?'"

In Seattle, Agent John Reed said he wasn't too excited.

"We've been getting pants, parachutes and parachute cords for five years," he said. "I'm not that excited about it, but we've got to give it the full



Northwest Airlines 727 was hijacked Nov. 25, 1971, on a flight from Portland to Seattle.

Dan Cooper was the name given by a man who paid cash for a ticket from Portland to Seattle Thanksgiving Eve.

Shortly after the jetliner left Portland, he gave a stewardess a note saying there was a bomb in his briefcase.

He ended up with \$200,000 in cash and four parachutes, two of which he wore when he left the airliner's rear door in a raging thunderstorm somewhere between Seattle and Reno.

Some news stories subsequently re-

(Indicate page, name of newspaper, city and state.)

Page
D-8

THE OREGONIAN
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ferred to him as D.B. Cooper and the initials stuck.

Wednesday the FBI sent the torn, gray plaid pants to FBI laboratories in Washington, D.C., for analysis.

Agents said neither laundry nor cleaning marks were found on the trousers, nor were there any bloodstains.

Back in Portland, the U.S. Attorney's office, in what was described as "an abundance of caution," secured an indictment based on grand jury findings against Dan Cooper for hijacking the plane.

Jack G. Collins, first assistant U.S. Attorney, said the indictment was sought because there had been some legal decisions that would contend a five-year statute of limitations applies to the case.

"It was out of an abundance of caution," Collins said, "that the indictment was sought. We have no present knowledge of his (Cooper's) whereabouts."

He said the indictment was requested by Deputy Atty. Gen. Richard Thornburg, head of the criminal division of the U.S. Justice Department.

Collins said the penalty for air piracy (Count 1 of the indictment) was a prison term of not less than 20 years. If anyone had been killed in the hijacking, he said, the punishment would have been a death sentence.

On Count 2 of the indictment, Collins said, the maximum penalty is a \$10,000 fine or 20 years in prison or both.

The government asked for a bench warrant for Cooper's arrest and bail of \$500,000.

Cooper's official description is that of a man in his mid-40s, height 5 feet 10 inches, weight 170 to 180 pounds, average to well-built, olive complexion, medium smooth; hair dark brown or black and parted on the left and combed back.



Associated Press Wirephoto

COOPER'S PANTS? — FBI agent Dick Dyer (left) of Vancouver, Wash., and Sheriff Gene Cotton of Clark County examine a pair of pants found in the area where skyjacker D.B. Cooper is believed to have disappeared.

(Mount Clipping in Space Below)

Tattered Pair Of Pants Renews Skyjacker Probe

By DIANE CARMAN
Journal Staff Writer

VANCOUVER, Wash. — Half a dozen Federal Bureau of Investigation agents, armed with search equipment, entered a remote area of Clark County Wednesday where skyjacker Dan Cooper may have bailed out five years ago.

The possible break in the mystery hijacking came on the fifth anniversary of the Thanksgiving Eve incident which began at Portland International Airport when Cooper boarded a commercial flight.

A tattered pair of pants found hanging in a tree in the Green Mountain area of Northern Clark County in Washington sparked the new search.

Ray Mathis of the Seattle office of the FBI, said Wednesday the bureau is investigating the new evidence, found by a deer hunter.

The discovery of the pants was not revealed by the FBI until Wednesday.

"Sure, they could be Cooper's pants," said Mathis of the find several weeks ago. "But we've found plenty of pieces of clothing and other evidence that

could have been Cooper's. Until we find other evidence we can't say for sure."

Mathis called the investigation "routine," saying, "The only thing unusual about it is that it happened this time of year when the interest in the Cooper case is high."

Dan Cooper, who became popularly known as D. B. Cooper, parachuted into

the woods near Woodland, Wash., Nov. 24, 1971, after hijacking a Boeing 727 in Seattle. The craft landed in Reno after Cooper exited.

The tattered dark green plaid men's trousers were said found late last month by William Lynch— a Woodland area hunter, hanging in a tree 25 feet above the ground.

(Indicate newspaper, city, state, date)

PAGE 1 THE OREGON JOURNAL
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Editor: (JR)

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DB-Cooper-22604

(Mount Clipping in Space Below)

Skydivers to commemorate celebrated jump of Cooper

ARIEL, Wash. — Skydivers are expected to drop into a party here Saturday to honor one of the nation's most celebrated parachutists, Dan (D.B.) Cooper.

The Saturday skydivers, however, should find the jump easier than their famous counterpart did. They'll jump into a clearing near the Ariel Store, whereas Cooper is believed to have landed in trees not far from the southwestern Washington community.

Cooper is the name given by a middle-aged man who hijacked a Northwest Airlines 727 jetliner Nov. 25, 1971. He ordered four parachutes and

\$200,000 in cash, and while the plane flew low through stormy weather between Seattle and Reno, the hijacker lowered the rear door and bailed out.

He has never been found — and neither has the ransom money. Authorities believe Cooper bailed out somewhere in the Ariel or Warren Dam areas, and probably was killed in the attempt.

For the people in Ariel, Cooper's caper has become legend. "They talk about him all the time," said Germaine Tricola, who is throwing the party to commemorate the skyjacking.

"Cooper's Caper Party" will begin at 1 p.m. at the Ariel Store, 10 miles east of Woodland, Wash., and 30 miles north of Portland. Mrs. Tricola will serve buffalo stew and a Portland pilot will take out "search parties" in his single-engine plane.

Residents of Ariel are hoping Cooper will show up at the party, even if he comes incognito.

But if he doesn't come, everybody will know the reason — Cooper was indicted this week for air piracy by a federal grand jury in Portland.

(Indicate page, name of newspaper, city and state.)

page
A-16

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Editor: J. Richard Nokes

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DB Cooper-22605

(Mount Clipping in Space Below)

Fans of skyjacker Team of

By EARLY DEANE
of The Oregonian staff

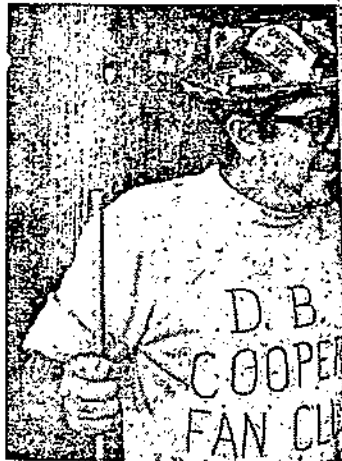
ARIEL, Wash. — Affluent parachutist Dan (D.B.) Cooper may have shown up Saturday at the beer and buffalo stew party held here in his honor.

Then, again, he may not have.

But about 100 other persons checked in at the Ariel Store and Tavern, including two honest parachutists from the Sheridan Parachute Academy who made bull's eye landings in a grassy field behind the store.

The party, dreamed up by Vince and Germaine Tricola, owners of the store located at the entrance to Merwin Dam Park, was in honor of a man who called himself Dan Cooper when he bought an airplane ticket from Portland to Seattle five years ago.

In Seattle, the man demanded \$200,000 ransom



FANS — Vince Tricola (center) Store and Tavern, flashes \$20 store Saturday in honor of in

from Northwest Airlines for the plane and its passengers and, carrying the money in \$20 bills, parachuted from a Seattle to Reno plane.

Cooper is believed to have bailed out over the heavily forested area east of Woodland. Neither he

nor been

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Tricola

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Port falo

DUNE PRACTICE — Sled dog Iditarod race in Alaska. Trainer Jan

By SHARLENE P. NELSON
Correspondent, The Oregonian

NORTH BEND — Soon James T. Flemire and his team of 13 Siberian huskies will enter the Olympics of sled dog racing — the Iditarod race in Alaska. The 1,049-mile course from Anchorage to Nome is like running a trail from here to Los Angeles in freezing temperatures.

(Indicate page, name of newspaper, city and state.)
B-6 SUNDAY
THE OREGONIAN
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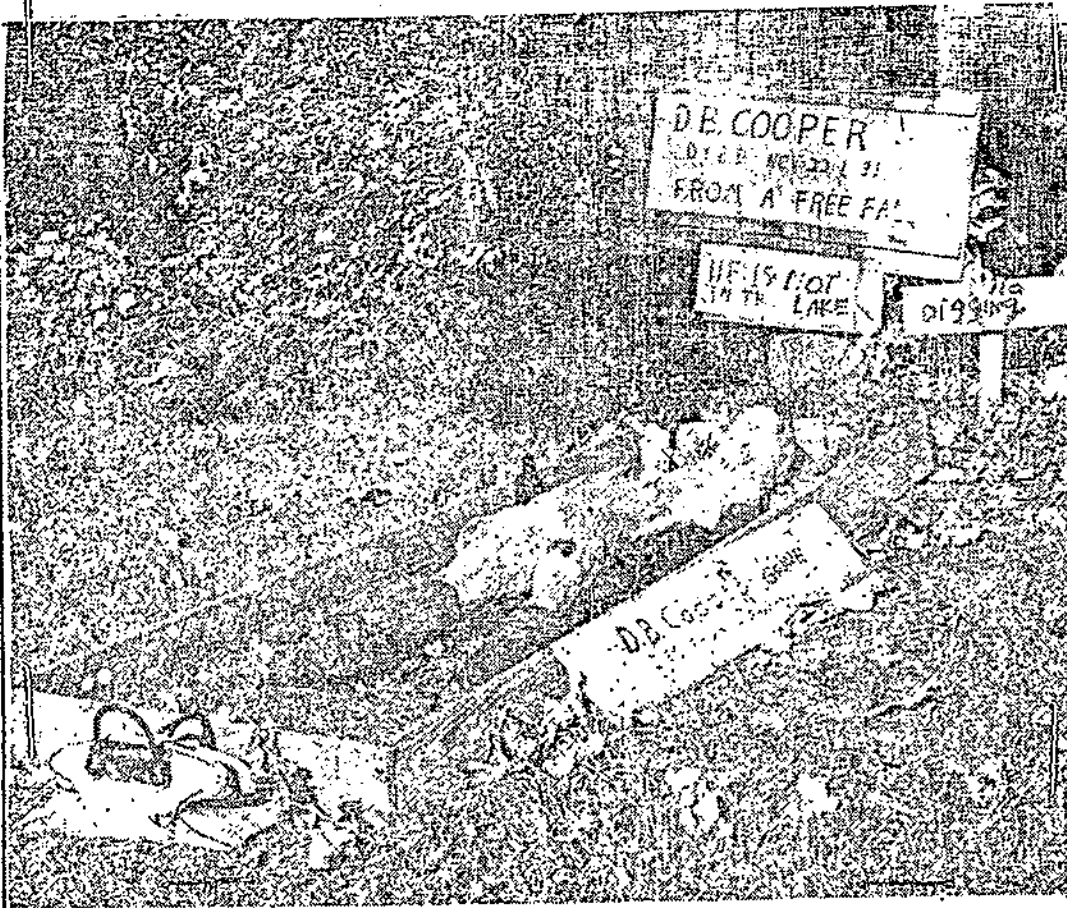
164-41 DB Cooper-22606

(Mount Clipping in Space Below)

D. B. Cooper, R.I.P.

If P. T. Barnum were alive today, he would probably jump at the chance to exhibit the remains of D. B. Cooper. This mock grave was sighted on the county road east of Woodland

along the south side of the North Fork of the Lewis River. Using driftwood for the body, unknown person or persons created the roadside attraction.



(Indicate newspaper, city, state, and date)

THE OREGONIAN
5 VANCOUVER, WASHINGTON

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DB Cooper-22607

But not the IRS

Cooper may beat statute

SEATTLE (AP) — It was a dark and stormy night, nearly five years ago, when D. B. Cooper took the \$200,000 he received in a hijacking and parachuted out of a jetliner, probably somewhere over southwest Washington.

After thousands of hours of hunting, law enforcement authorities still have failed to turn up a trace of the famed hijacker or the money.

If Cooper isn't found by authorities before Nov. 24, the statute of limitations on federal antihijacking laws will have run out.

But that doesn't mean Cooper can come out of hiding, says an FBI spokesman.

The Internal Revenue Service figures Cooper still owes the government more than \$218,000 in back taxes on the original \$200,000.

D.B. Cooper was the name given by a man who paid cash for a Northwest Airlines ticket to fly from Portland to Seattle on Nov. 24, 1971. Shortly after the 727 jetliner lifted off from Portland, Cooper gave a stewardess a note.

"I have a bomb in my briefcase," it said.

Cooper allowed his passengers to disembark at Seattle after he

received \$200,000 and four parachutes. Soon after takeoff, a cockpit light went on, signalling that the rear door was open.

It isn't clear where exactly Cooper jumped, but the best guess is somewhere over Washington state. The plane flew on to Reno, Nev.

Authorities have never determined whether Cooper ever survived the jump.

The FBI, extremely aware that the statute of limitations is about to expire, continues the hunt.

A spokesman says the FBI has a plan to try to recover ransom money if it is in circulation. The scheme involves a \$5,000 reward to the first person who turns in one of the 10,000 \$20 bills given to Cooper.

But the FBI spokesman says the plan isn't being well received.

(Indicate page, name of newspaper, city and state.)

Page 24

The
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DB Cooper-22608

(Mount Clipping in Space Below)

FINAL COUNTDOWN**One Year Left
For D.B. Cooper**By CLYDE JABIN
United Press International

Thanksgiving begins the final year countdown for D.B. Cooper — the nation's first and only successful parachuting skyjacker — who used highway flares as a bomb threat to extort \$200,000 from Northwest Airlines.

Five years is the statute of limitation on the hijacking charge against Cooper, who vanished after parachuting from a Northwest Airlines 727 with his loot on Thanksgiving Eve, 1971.

"It's a very much active investigation," said a senior FBI agent who has spent many hours on the case. "We have run down literally thousands of leads, and eliminated hundreds of people as suspects.

"My personal guess is that there is just a 50 per cent chance that he is still alive."

Cooper spent 50 minutes in the Portland International Airport waiting area before boarding the Seattle-bound plane, and none of his fellow passengers recalled him. Shortly after takeoff he handed a stewardess a note that said, "I have a bomb in my brief case."

The FBI agent said that the stewardess described "the bomb" as wires attached to eight red sticks of dynamite in Cooper's attache case.

"Dynamite is not color-coded this way. She was describing highway flares," he said.

The agent doubted Cooper was an experienced parachutist, because of the four chutes given to him at the Seattle-Tacoma Airport, he took the worst two — an unusable chest chute sewn together and a small back chute.

(Indicate page, name of newspaper, city and state.)

6 THE OREGON JOURNAL
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FBI - PORTLAND	

DB Cooper-22609

(Mount Clipping in Space Below)

'Dan Cooper' has one year to go before statute of limitations runs out

By JOE FRAZIER

ARIEL, Wash. (AP) — If he's alive, and that's a big "if," skyjacker Dan Cooper started his final year of lying low Monday.

On Nov. 24, 1971, a man using that named parachuted from a Northwest Orient 727 over Southwest Washington with \$200,000 in ransom money.

He and the money were never seen again, and on Nov. 24, 1976, the statute of limitations expires.

The deed spawned several similar attempts, and two air pirates later made similar jumps over Indiana and Utah. Both were captured.

But Cooper's apparent success made him a folk hero of sorts. There were Cooper tee-shirts, bumper stickers and at least one song.

The case has been a festering thorn in the side of the FBI, which admits it knows little more about him than it did in the stormy Thanksgiving eve when Cooper grabbed the bag containing 10,000 \$20 bills, and leaped into history. The case remains active, however, and FBI agent Ralph Himmelsbach, who has worked on it off and on for four years, says leads still dribble in.

The man using the name of Cooper boarded Northwest's Flight 105 in Portland. Once in the air, he threatened to blow up the plane unless \$200,000 in \$20 bills and four parachutes were given him in Seattle.

He got what he wanted.

"My personal guess is that there is no better than a 50 per cent chance that he's still alive, and that's being very generous," Himmelsbach said. "In fact, the chances are very slim indeed."

He said Cooper apparently knew little or nothing about skydiving.

In addition, Himmelsbach said, Cooper was in clouds when he jumped and couldn't have known where he would land. "Up looked like down," he said. "He could have had no visual reference."

The FBI has pinpointed a 24-square-mile area it feels is the drop zone, and some of it is pretty rough country.

There is the chance he came down in Lake Merwin, a large reservoir within the zone.

In the zone is the community of Ariel. The only business is a combination store-tavern with a gas pump that doesn't work. Within, Cooper lives, or at least his memory does.

The records on the elderly juke box are old because the proprietress, Germaine Tricola, likes them that way.

"Yes, they still call it 'Cooper country' up here," she said.

(Indicate page
newspaper, city and state.)

THE OREGONIAN
A15 PORTLAND, OREGON

Date:

Edition:

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DB Cooper-22610

"Hunters and huckleberry pickers stop in here and they still talk about finding something up there, but not like they used to."

Nobody hurries at the Aerial tavern in November. Muddy roads and snow have closed the woods to logging for the winter, and it's cold outside.

Loggers drift in and out for a beer or a game of cribbage.

Through the smoke from an apparently communal pack of Camels talk drifts from the finer points of cribbage to Cooper and back to cribbage.

"Hey, Jimmy!" Germaine shouts down the bar. "Where's Cooper?"

"South America. Africa, maybe," says Jimmy, not looking up from his newspaper.

"You could go a long time on that kind of money in Mexico," she mused.

In the spring of 1972 the Army sent

200 men from Ft. Lewis, Wash., to search for 18 days, but nothing turned up. But Aerial Tavern consensus was that the cougars, coyotes and wild dogs in the hills would have made quick work of any body, and that searchers could be a few feet from what they sought and still miss it.

The FBI says most of its leads during four years came from missing person reports.

"There was one man who had left a suicide note, and cut his boat out to drift," Himmelsbach recalled. "That was two days before the skyjacking, and he looked pretty good as a suspect. Then we found him running an adult bookstore in Los Angeles."

Numerous other ideas and theories have been checked out, he said.

They include:

"Cooper landed safely and escaped

in a light plane waiting for him on a primitive airstrip."

This assumes he knew where he was jumping, a possibility the FBI has ruled out.

If Cooper makes it another year to outlive the skyjacking charges, the U.S. attorney's office in Portland says, there may be other charges filed.

These could include possession of stolen money or income tax violations.

There is also the question of a civil suit from Globe Indemnity Corp. of New York, which had to pay the airline \$180,000 of the \$200,000 in ransom.

Himmelsbach said if it can be shown that Cooper fled the area to avoid prosecution, the statute of limitations might be suspended.

"But if he can prove he stayed around this area and didn't try to run, I guess he's beat us," he said.

(Mount Clipping in Space Below)

'Dan Cooper' remembered, 4 years later

Stories link local man to skyjacking

By JEB BLADINE and
BARBARA PROPOTNIK

Four years ago, on Thanksgiving eve, a man boarded a Boeing 727 in Portland bound for Seattle, hijacked the plane for a \$200,000 ransom and parachuted into oblivion. No trace of the man, or the money, has ever been found.

Could that most famous and most mysterious skyjacker have been living in McMinnville at the time he committed his innovative and as yet unsolved crime?

Not likely, says the Federal Bureau of Investigation upon preliminary analysis of information concerning the "suspect." But possible, and worth investigating, the FBI says, after having assigned a Salem agent to further explore any links between legendary skyjacker "Dan Cooper" and a former McMinnville resident.

On this fourth anniversary of the crime it is easy to understand why the FBI is less than excited about prospects of ever identifying the famous criminal. For one thing, prevailing theory is that the skyjacker did not survive his parachute escape jump. But the file remains open enough so interesting leads, such as that involving the former McMinnvillans, still are being followed through until a suspect is cleared.

Some officials believe Dan Cooper perished in his spectacular escape attempt for the simple reason that four years later, after spending countless man hours and dollars investigating the crime, the FBI has found no substantive clue to the criminal's identity.

"I can sum it up in a sentence," said Portland FBI public relations agent Bill Williams, as he held a three-inch thick book of Dan Cooper investigative data consisting of

interviews conducted within hours of the crime. "We don't really know any more about this guy than we knew the morning after the skyjacking."

(Indicate page, name of newspaper, city and state.)

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Editor: BARBARA
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DB Cooper-22612

THE EXPERT on Dan Cooper is Portland FBI agent Ralph Himmelsbach, who has been with the case since its beginning. He has led bureau efforts which included flights in the same plane under the same conditions of Cooper's historic ride. The FBI pinpointed a 24 square mile area in Southwest Washington it feels is the drop zone, and some of it is rough enough country that many officials think Cooper killed himself trying to escape.

"My personal guess is that there is no better than a 50 percent chance he's still alive, and that's being very generous," Himmelsbach said. "In fact, the chances are very slim indeed."

There remains, however, the fact that all missing person reports in the country were checked in the days and weeks following Cooper's crime—none of them led FBI investigators a step closer to Dan Cooper, leaving the belief among some that he must have escaped.

Leads in the case have dwindled, and just 12 months separates Dan Cooper, (if he still lives) from possibly avoiding prosecution even if apprehended. Statute of limitations on the crime expires Nov. 24, 1976, and unless Cooper were found to have fled the area to avoid prosecution, he would be safe if he remains free beyond that date.

Charges such as possession of stolen money or income tax evasion could be leveled, however, and there would be possibility of civil suit from Globe Indemnity Corp. of New York, which had to pay \$180,000 of the \$200,000 ransom.

SEVERAL McMinnville residents have told the News-Register they once believed a man formerly living here was skyjacker Dan Cooper. One woman, described to N-R reporters as one who possibly had the strongest reasons for suspecting the man, refused to answer any questions of reporters.

Two local men went as far as to conduct a lengthy, private investigation, hoping a \$25,000 reward might be in the offing. Their efforts, however, never came to the FBI's attention. They thought the FBI was following up their investigation, the News-Register was told, but apparently an IRS agent they talked with never passed the information along.

Now, some of those suspicions have been presented to the FBI Himmelsbach, though pointing out that he feels little confidence that the former McMinnvillian actually is Dan Cooper, nevertheless admits the stories warrant further FBI investigation.

One man who investigated McMinnville's "suspect" told the News-Register things which had led him to believe he might be on the right trail. Among them were comments that the man bore resemblance to Dan Cooper, that his reported whereabouts that Thanksgiving weekend apparently were entirely unsupported by any witnesses and that he returned to McMinnville with an injured ankle.

A few have maintained belief that Dan Cooper really was living here, and four years later it appears the FBI finally will compile official investigative reports on their suspicions.

That investigation most likely will end the way all Dan Cooper investigations have ended—another possible suspect eliminated and continued frustration for the FBI. Whatever the result, whether or not anyone ever is identified as the famous skyjacker, there will be an end to the age bandit who went out



(Mount Clipping in Space Below)

Officials fail to link skull, 'Dan Cooper'

A skull found Thursday in a heavily forested area 10 miles east of Estacada is not believed to be that of the airplane hijacker and extortionist "Dan Cooper," a deputy state medical examiner said.

The skull, found by a man who turned it over to Clackamas County sheriff's deputies, is believed to be that of a male, about 30 years old, who had been dead for some time, according to Dr. Larry Lewman.

Speculation that the skull might have been that of Cooper started after the finder, who was unidentified, reportedly said he spotted remains of a parachute in a nearby tree.

"Whatever we know now is only an educated guess," Lewman said. "Everything we have is third hand. The man brought the skull to the sheriff's office, and they turned it over to us. The police haven't been to the site, which is covered with snow, but simply reported what the man told them."

Lewman, who's in charge of the case and seeking dental records, said the FBI also do not believe that the skull was Cooper's.

"I talked to them and they said from where Cooper went out of the plane, prevailing wind currents, speed of the aircraft and other data, they doubted it could be the hijacker."

The man called Cooper parachuted out of the back of a Northwest Airlines jet on the night of Nov. 24, 1971, with \$200,000 in extortion money.

Cooper bailed out somewhere over southwestern Washington.

(Indicate page, name of newspaper, city and state.)

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DB Cooper-22614

(Mount Clipping in Space Below)

Not long enough

Statutes of limitation are meant to safeguard persons from prosecution for alleged crimes after so much time has elapsed that it would be unreasonably difficult for them to prove their innocence.

The purpose of such statutes is good. Time scatters witnesses. It tricks memories. It gives unfair advantage to law enforcement agencies with ponderous record files and tends to dilute evidence that accused individuals would want to muster in their defense.

However, some statutes of limitation are in need of revision. For example, consider:

Dan Cooper, if that's his real name, and if he's alive, needs only two years more before he'll be beyond reach of the law covering the Nov. 24, 1971, caper that gained him notoriety, \$200,000 in small-bill ransom money, and two parachutes to use in his escape from the jet airliner he "skyjacked" over the Pacific Northwest. A federal statute of limitations will preclude his prosecution after the fifth anniversary of his threat to blow up the airliner and everyone aboard.

It's scant comfort to know that Cooper is the only person ever to skyjack a domestic airliner without ending up indisputably dead or in the custody of the law. Despite all that has been done to discourage skyjacking since Cooper hit his chute somewhere south of Seattle, ransom bag in hand, his apparent clean getaway could still inspire some warped-minded imitators.

If the statute of limitation pertaining to fraudulent attempts to cheat on income taxes can be open-ended, surely that dealing with bomb-packing skyjackers should run longer than five years.

(Indicate page, name of newspaper, city and state.)

14A Eugene Register-Guard
Eugene, Oregon

Editorial

Date: 12/4/74

Edition:

Author:

Editor:

Title: NORJAK

Character:

or

Classification:

Submitting Office: Portland

☐ Being Investigated

164-41-Sub 1

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1974	
FBI - PORTLAND	

DB Cooper-22615

Nov. 27-1974

Dear Sir...

Don't look for him on
the ground.

Look for ~~him~~ his
skeleton in the top of
a fir tree with a
hawk dove through
his back.

God rewards people
according to their way.
the Bible says so.

P.S. a strong wind could
have carried him 5 miles
from where he bailed out!

b6
b7c

(Mount Clipping in Space Below)

Where Is D.B. Cooper? And Where Is The Cash?

PORTLAND (UPI) — It's Thanksgiving time and thoughts around here not only turn to turkey, pumpkin pie and football, but also to D.B. Cooper, history's first and only successful parachuting sky bandit. Where is he and where did he stash the cash?

Three years ago on Thanksgiving eve Cooper went aboard a Northwest Orient Airlines flight in Portland for a short hop to Seattle.

The plane wasn't airborne much more than five minutes when one of the more bizarre crimes in history was committed.

Cooper, threatening to set off an explosive device, demanded and got \$200,000 in \$20 bills delivered, along with three parachutes, to the plane in Seattle. Then after allowing the passengers to debark, he ordered the crew to fly the 727 to Reno, Nev., following a course down the western sector of Washington and Oregon before cutting across the mountains on a direct flight to Reno. Somewhere in route he bailed out via the tail exit.

No trace of Cooper or the money ever was found.

It set off a chain of similar skyjackings that changed the face of air travel throughout the world.

But only Cooper beat the law at taking the money and jumping. The law still is looking for him.

"The case is an active one, not only here but through the United States," said Julius Mattson, agent in charge of the FBI Portland office.

"We're still getting leads," he said, "but not quite as heavy as we were. The case still is in the public mind and when the public thinks of it, it also thinks of us."

"There really has been no substantive development. The work now is mostly eliminating possibilities, proving or disproving tips offered."

"Not one of the \$20 bills has turned up anywhere."

Cooper apparently strapped the money to his body for the jump. A theory that he may have fallen into Lake Merwin east of Woodland in Southwest Washington about 30 miles north of Portland could not be proved.

(Indicate page, name of newspaper, city and state.)

28 HERALD AND NEWS
KLAMATH FALLS, ORE.

Date: Nov. 24, 1974

Edition:

Author:

Editor:

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or

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☐ INDEXED
☐ Being Investigated

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SERIALIZED	FILED
DEC 3 1974	
FBI - PORTLAND	

DB Cooper-22617

Director, FBI (164-2111)
Attn. Correspondence and Tours Section
External Affairs Division
SAC, Portland (164-41) (P)

12/20/73

NORJAK
OO: Seattle

Enclosed herewith to the Bureau and Seattle are news clippings from the "Oregon Journal," Portland, Oregon, daily newspaper, for the weekdays of 11/22-12/14/73, publicizing the NORJAK case. In addition to the clippings, there are forwarded to Bureau and Seattle the complete front pages of the 11/22, 11/23, 11/26 and 11/27/73, editions of this paper. These pages are being forwarded in their entirety to illustrate the prominent front page coverage the "Oregon Journal" gave this story.

ROLLA J. CRICK is the author of these articles, and he spent considerable time and effort preparing for publication. I believe this coverage again demonstrates his constructive, enthusiastic cooperation with this office.

Numerous leads have been received from all over the country as a result of this publicity. Radio and television publicity in various parts of the country has been a spin-off of the CRICK series.

It is recommended the Bureau consider sending ROLLA J. CRICK an appreciative letter over the Director's signature. Letter should be addressed as follows: Mr. ROLLA J. CRICK, Staff Writer, "Oregon Journal," 1320 SW Broadway, Portland, Oregon, 97201. There is nothing in Portland files which would preclude sending this letter.

2 Bureau (Encs. 25)
2 Seattle (164-81)(Encs. 25)
2 Portland
(1 164-41; 1 - 80-651)

JLH:lsm
[Signature]

Searched _____
Serialized _____
Indexed _____
Filed _____

B28
61
DB Cooper-22618

(Mount Clipping in Space Below)

JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU? **\$1,000 Offered** **For First \$20 Bill**

By ROLLA J. CRICK
Journal Staff Writer

The Journal will pay \$1,000 for the first \$20 bill turned in to the newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the \$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971.

The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substantial aid to the two-year long investigation of the nation's most celebrated airline hijacking.

It is also made in the belief that if any of the money is in circulation, that fact can be established by alert readers who check the serial numbers on \$20 bills in their possession.

The man known as Cooper demanded and obtained \$200,000 in \$20 bills, plus four parachutes, and disappeared into the rain-spattered night somewhere between Seattle and Reno from the 727 he had commandeered at Portland International Airport. Neither he nor the money have appeared since, but there is a chance that almost anyone by now may have come into possession of one of the bills.

To assist in the search for the money, The Journal is publishing on page 31 the serial numbers of some of the missing twenties and will publish more of the list on succeeding days. Serial numbers of the bills that were delivered to Cooper were recorded before the delivery was made.

This is the first time that the list of numbers has been made public. Banks and other financial institutions have had a 35-page booklet of the numbers since its preparation by the FBI shortly after the hijacking.

Journal readers who keep each of the partial lists published by the newspaper will be able to put together their own copies of the complete official list.

The Journal invites other news media to aid in the distribution of serial numbers.

Northwest Airlines initially offered a reward of 15 per cent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

The Journal's \$1,000 for \$20 will be paid even if the first bill to be turned in is surrendered directly to the FBI at any of its field offices, once it is established that the bill surfaced because of the newspaper's publication of the list of serial numbers.

"D. B. Cooper" or "Dan Cooper" is the name assigned to the middle-aged, dark-haired man who boarded NWA flight 305 at Portland Thanksgiving Eve, 1971,

and presented a note to a stewardess. The note demanded money and parachutes and was backed up by display of what the man claimed was a bomb. After negotiations on the ground in Seattle the demand was met and the plane took off for Reno.

The plane reached Reno, but Cooper was not to be found.

A flight recorder indicated that the rear door of the 727 was opened shortly after takeoff and it was assumed that Cooper had parachuted about then.

There has been a widespread belief that the hijacker perished in the nocturnal jump. Speculation has ranged from the possibility that his body someday would be found hanging in the shrouds of parachutes caught in a tree to the chance that he and the money are at the bottom of Lake Merwin near Cougar, Wash., location of an intensive search in 1972.

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 22, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile
Classification: 164-2111
Submitting Office: Portland

☒ Being Investigated

DB Cooper-22619

(Mount Clipping in Space Below)

'Cooper' Bill Reward Offered

The Journal, in cooperation with the Federal Bureau of Investigation, is publishing the complete list of serial numbers of 10,000 \$20 bills paid to the man identified as "D.B. Cooper" Thanksgiving Eve, 1971, in return for the release of passengers and some stewardesses of a Northwest Orient Airlines 727 jet he hijacked out of Portland.

Because of the enormity of the task, the list of serial numbers will be published in installments. The first grouping of numbers is at the left.

There are 34 pages of numbers in the FBI's official list and each of these pages will

be reproduced by The Journal. Readers can clip and mount the reproductions on notebook paper and create their own copies of the official list.

The currency paid to Cooper was collected in a few short hours in the Seattle area that night two years ago while the hijacked jetliner waited on a runway at Seattle-Tacoma International Airport and airline and law enforcement officials negotiated for release of passengers and some crew members.

The money was all in \$20 Federal Reserve notes.

It disappeared with Cooper when he parachuted from the rear stairs of the jetliner between Seattle and Reno.

Banks and other financial institutions have had copies of the list of serial numbers since it was first prepared by the FBI shortly after the air piracy occurred. This is the first time that the list

has been made available to the public.

The series year for the bills, if known, is shown after the serial numbers.

Readers are requested to examine all \$20 bills now in their possession or which hereafter come into their possession to ascertain whether they have any of the missing ransom money.

The Journal will pay \$1,000 for the first \$20 bill from that ransom money that is turned in either to the newspaper or to the FBI.

Check the list of serial numbers published in this and subsequent editions of the newspaper. You may have one of the missing bills.

(Indicate page, name of newspaper, city and state.)

31 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 22, 1973
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

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Classification: 164-2111
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520 FEDERAL RESERVE NOTE

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(Mount Clipping in Space Below)

IN 'D.B. COOPER CAPER'

\$1,000 For Hijacked \$20 Bill

Offer Stands

By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

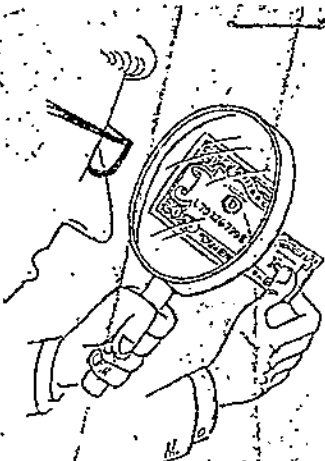
Those seven words sum up what has so far been an exercise in futility: The combined efforts of law enforcement to mark finis to the so-called "D. B. Cooper caper," the aircraft hijack that changed commercial air travel for everyone.

They also account, in part, for The Journal's offer to pay \$1,000 for \$20, providing the twenty can be verified to be part of the \$200,000 that the man known as Cooper extorted from Northwest Orient Airlines in an act of air piracy that began at Portland on Thanksgiving Eve, 1971.

The Journal will pay \$1,000 to the first person who brings in one of the 10,000 \$20 bills given to Cooper that rainy November night in ransom for the freedom of the passengers and some of the crew of the 727 jetliner

he commandeered with a threat to explode a bomb. The money may be brought either to The Journal or to any FBI field office in the nation or any law enforcement agency and The Journal will pay the \$1,000 when the FBI verifies that the bill is one of those Cooper had in his possession when he parachuted from the jetliner somewhere between Seattle and Reno.

What Cooper did had repercussions no one foresaw at the time. Because it was never really determined what happened to him and the money, a round of skyjackings was touched off in the U.S. and overseas, some resulting in loss of life, and now everyone boarding a commercial airliner is subject to some kind of screening process in a search for weapons.



The so-called "sterile course" concept is in force at airports from Portland, Ore., to Portland, Me., or from Seattle to Miami, whereby no one enters an aircraft boarding area without screening.

It has worked, for there have been no hijackings in the U.S. since August, 1972.

Meanwhile, only Cooper—if he did not die in his leap from the jet with the money—was successful among the skyjackers and attempted hijackers of U.S. aircraft in the past 24 months.

The FBI has prepared a law enforcement bulletin on the "Futility of Aircraft Hijacking" which shows a long list of persons who have been killed, have been prosecuted, are awaiting prosecution or are identified and being sought as fugitives.

Five hijackers have been killed by FBI agents and six wounded. Passengers have killed one and wounded another. Crewmen have wounded one and three have committed suicide.

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

Persons who believe they have one of the missing bills may telephone The Journal, 221-8370.

(See list of bills and story on page 4. There will be no list in the weekend edition of The Journal, but more of the serial numbers will be published Monday.)

(Indicate newspaper, city, date, author, editor, title, character, or classification.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1971
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

Character:
or Bufile
Classification: 164-2111
Submitting Office: Portland
Investigated

(Mount Clipping in Space Below)

Winner Of D.B. Cooper \$20 Bill Hunt Gets \$1,000

Are you checking the serial numbers of the \$20 bills in your possession against the list being published in The Journal of bills given to the aircraft hijacker identified as D.B. or Dan Cooper?

It's a fascinating game which could pay you \$1,000 for one of the Cooper 20s and could result in solution of one of law enforcement's most baffling cases.

Checking serial numbers has resulted in solution of two Pacific Northwest crimes in the past decade, according to files of the FBI.

The Bank of California in Tacoma, Wash., was robbed Feb. 14, 1966 of \$9,859 and the amount included 10 \$20 bills that could be identified by serial number.

Numbers of the bills were circularized by Tacoma police in shopping centers and a few days later a man was arrested after he passed two bills identifiable as part of the bank robbery money.

He said he stole the money from a parked car, but in subsequent investigation he and two other men were implicated in the bank robbery and each was later sentenced to prison.

The second case had thrilling overtones and involved the leaving of \$25,000 at a specified site in Anchorage,

Alaska, in answer to a demand from a man who telephoned an airline that "a crooked egg" (bomb) was aboard a Seattle-bound jetliner and would explode when the plane descended to 10,000 feet.

The jet had 118 passengers, including 72 children, and 9 crew members aboard. Under those conditions, the airline arranged for the money to be delivered to the designated site and then awaited a call to describe the hiding place of the bomb and how to disarm it.

The call never came and eventually the jet had to land after five tension-filled hours and did so at Seattle with people praying and holding their breath. There was no bomb.

But in the bundle of bills making up the \$25,000 was a number of bills in which the serial numbers had been recorded and these numbers were distributed to airlines, banks, savings and loan associations, car rental companies, hotels, finance companies, grocery stores and other places.

The extortion occurred Aug. 11, 1970. In mid-September one of the identifiable bills turned up in a bank. FBI agents traced the bill to an apartment house manager, then to a renter of an apartment and finally to another bank. Eventually it was determined that a man

who had paid cash for renting a car on Aug. 12 had lived in the area of the pay-off site, all because of the one bill that turned up.

Still later, the Klamath Falls Police Department inquired about a man who had arrived in that city with a large amount of money and had paid off his wife's debts. FBI agents based in Portland determined that the man had been a big spender while in Oregon, giving his wife \$1,400, his mother-in-law \$400, paying \$100 to a bar owner for loss of a barmaid for one night, buying two cars and spending \$500 to \$1,000 per evening buying drinks for customers in a bar.

Sept. 20, 1970, the FBI arrested a West German citizen in Portland and he admitted making the hoax calls to the airline. He later that year was sentenced to five years in the custody of the attorney general of the United States on a charge of imparting or conveying false information.

Checking the \$20 bills in your possession against those in the so-called Cooper caper might result in solution of that case also. The Journal is publishing the serial numbers in installments (some are at left) and will publish more of them over the next several days until the complete list has been made available to readers.

(Indicate page, name of newspaper, city and state.)

4 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1971

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling,

Title: NORJAK

Character:

or

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Classification: 164-2111

Submitting Office: Portland

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FOI/PA
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Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 49

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473

#C

Field File No. 164 A - 497 - 1A82
Serial # of Originating Document _____
OO and File No. Seattle
Date Received 5/19 + 5/23/88
From Orange County Jail Records
(Name of Contributor)

(Address of Contributor)
Santa Ana, Ca.
(City and State)

By SA
(Name of Special Agent)

To Be Returned ☐ Yes ☒ No Receipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules
of Criminal Procedure ☐ Yes ☒ No

Title: Norjack;
OO: Seattle

Reference: _____
(Communication Enclosing Material)

Description: ☒ Original notes re interview of

CIT rap sheet + photographs of
Merlin Gene Cooper

8/5/88
KF

164A-497-1A82

DATE TIME 11-22-60 6:20AM

ORANGE COUNTY JAIL

TANK #

13918

NAME COOPER, MERLIN GENE

13918

ADDRESS 13818 GRAYSTONE, NORMALE, CALIF.
DOB 7-8-34 LA CROSSE, WIS.

A 98107
DC # 27920
CID # 1-176-457
FBI # 115-541 D
Records Copy

CHARGE VIOL PC SEC 470A

WARRANT # 11

BALE \$ 12505.00

BOOKED FOR REINHOLD PD

BOOKED BY JONES

DEPT 8020

SENTENCE

11-23-60 - Released to Contra Costa Sheriff's Office, Thompson.

SEX MALE

RACE WHT

AGE 25

HT 6-2

WT 160

HAIR BRN

EYES BLU

BUILD Med

COMPLEX

Med

BIRTHDATE

8 July 1934

BIRTHPLACE

La Crosse, Wisconsin

CITIZENSHIP

U.S

MARITAL STATUS

Divorced

MARKS & SCARS

Tat READ two hands clasped
with crown and initials
"M O C"

OCCUPATION

Salesman

EMPLOYED BY

Unemployed

NEAREST KIN

Orpha O Cooper (Mthr)

ADDRESS

La Crosse, Wisconsin

PRINTED

11-22-60

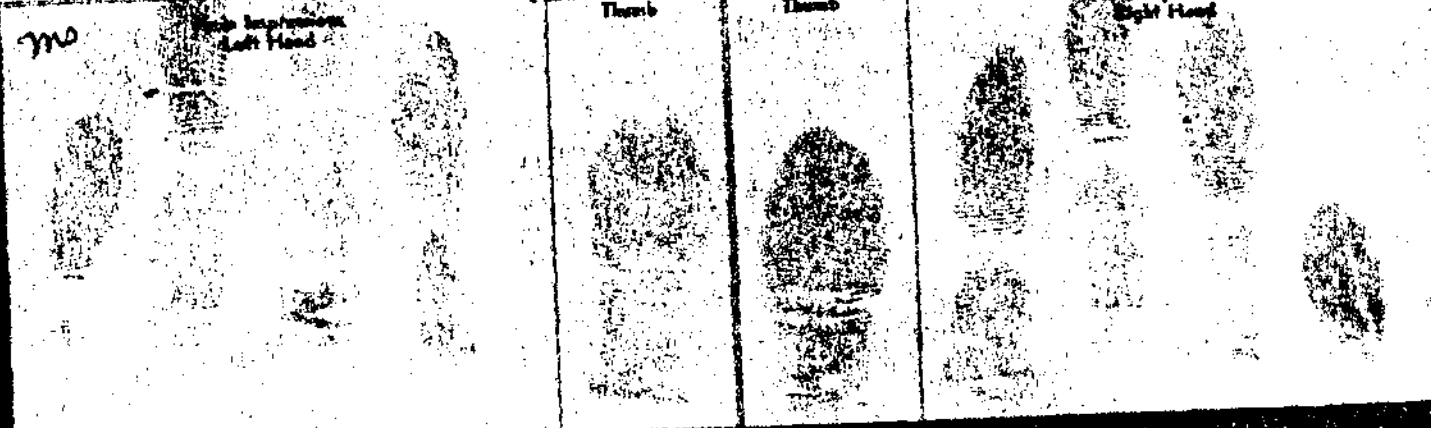
MUGGED

11-22-60

HW CARD

11-22-60

KEYSORT



STATE OF CALIFORNIA
DEPARTMENT OF JUSTICE
BUREAU OF CRIMINAL IDENTIFICATION AND INVESTIGATION
P. O. Box 1859, Sacramento

FORM CAL-104

The following CII record, NUMBER

IS FOR OFFICIAL USE ONLY

11 S 1 A 10 8
S 1 A 00 3

CII 1 776 957

BRN HAZ 6-2 180

MERLIN GENE COOPER

WISC. 1934

FBI# 115 541 D
SS# 397-28-6121

CORRECTED COPY

ARRESTED OR RECEIVED	DEPARTMENT AND NUMBER	NAME	CHARGE	DISPOSITION
ALIAS: JOHN COOP TITAN;				
1-13-59	SO MADISON, WISC B-5511	MERLIN GENE COOPER	NON SUPP WARR	TOT LACROSSE CO, WISC. SHERIFF
2-6-59	PD MADISON, WISC 17264	MERLIN GENE COOPER	PROB VIO & WORTHLESS CHECKS	REMANDED C/O SHERIFF
2-13-59	SO LA CROSSE, WISC 69-59	MERLIN GENE COOPER	NON SUPP & PAROLE VIO BAD CHECKS	6 MOS CO JL LA CROSSE, WISC
9-18-59	PD JAMESVILLE, WISC 5040	MERLIN GENE COOPER	WARR OTHER JURISD	REL BY POLICE
8-8-60	ST. DEPT. MOTOR VEHICLE, SALESMAN S-40029	MERLIN GENE COOPER	APP. VEHICLE SALESMAN	
11-22-60	SO, SANTA ANA 77910	MERLIN GENE COOPER	476A PC	
11-23-60	SO, MARTINEZ, 90152	MERLIN GENE COOPER	E/R PD RICHMOND (INSUF FUNDS)	
11-30-60	SO, FID. 115 541 D	MERLIN GENE COOPER	WARR. - CHA. 476A PC	

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON 25, D. C.

11-30-60C

W.H. 77910 J. Edgar Hoover Director

The following FBI record, NUMBER **115 541 D**, is furnished FOR OFFICIAL USE ONLY.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
SO Madison Wis	Merlin Gene Cooper #B 5511	1-13-59	non support warr	TOT LaCrosse Co Wis Sheriff
PD Madison Wis	Merlin Gene Cooper #17264	2-6-59	prob vio & worthless chks	remanded c/o Sheriff see supplement
SO La Crosse Wis	Merlin Gene Cooper #59-59	2-13-59	non support parole vio bad checks	6 mos Co J1 La Crosse Wis
SO La Crosse Wis	Merlin Gene Cooper #50	6-12-59	warr other Jurisd	rel by pol
SO Santa Ana Calif	Merlin Gene Cooper #7771910	11-22-60	CPC Sec 476A	
SO Martinez Calif	Merlin Gene Cooper #90552	11-23-60	enroute Richmond PD (insufficient funds)	

*Littlewinster
12-6-60
J.H.M.*

Notations indicated by * ARE NOT BASED ON FINGERPRINTS IN FBI files. The notations are based on data furnished the Bureau concerning individuals of the same or similar names or aliases and ARE LISTED ONLY AS INVESTIGATIVE LEADS.

16-75002-4 U. S. GOVERNMENT PRINTING OFFICE



11 28 70 11-28-70-22124

COOPER JEFFREY GENE
OC# 77 910

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DB Cooper-22125



164-497-1079



164-497-1a79



DB Cooper-22130

164-497-1a79



164-497-1a79

FD-340 REV. (6-14-77)

Field File No. 164-497-1A81

OO and File No. SEATTLE

Date Received 5/22/80

From ADM ROOM

(NAME OF CONTRIBUTOR)

FBI

(ADDRESS OF CONTRIBUTOR)

2A

By

To Be Returned ☐ Yes Receipt Given ☐ Yes

☒ No

☒ No

Description:

XEROX COPIES OF # 3
CARDS OF SA'S

FOR 2/11, 12/80 - See
L.A. AIRTEL TO BUREAU
5/22/80

6/2/80 DP

DB Cooper-22134

164-497-1A81

16 RABK

[Redacted Name]

10 2/11/80

Squad/RA			Name			Car No.	Date
Time In	Time Out	Probable Return	FILE NUMBER			Turk Hours	DESTINATION Name, Address, and Telephone
			Class	Alpha	Number		
7:05							ON DUTY
	8:40		[Redacted]				[Redacted]
4:50	5:50						Home

AUD 130 Minutes Total Turk 10 Hours FD-256 (Rev. 4-3-79) Supervisor's Initial [Redacted]

b6
b7C

b6
b7C

16 RedBk

[Redacted Name]

10 2/12/80

Squad/RA			Name			Car No.	Date
Time In	Time Out	Probable Return	FILE NUMBER			Turk Hours	DESTINATION Name, Address, and Telephone
			Class	Alpha	Number		
7:05							ON DUTY
	9:40		[Redacted]				[Redacted]
5:55	6:50						Home

AUD 130 Minutes Total Turk 10 Hours FD-256 (Rev. 4-3-79) Supervisor's Initial [Redacted]

b6
b7C

b6
b7C

b6
b7C

3

Squad/RA

FILE NUMBER

Car No. 26 Date 2/11/80

Time In	Time Out	Return	Class	Alpha	Number	Turk Hours	DESTINATION Name, Address, and Telephone
6:38							In office
	10:00	2:10					
3:00	5:35						Home

AUD 132 Minutes Total Turk 10 Hours Supervisor's Initials J

FD-255 (Rev. 4-3-79)

b6
b7C

3

Squad/RA

FILE NUMBER

Car No. 26 Date 2/11/80

Time In	Time Out	Probable Return	Class	Alpha	Number	Turk Hours	DESTINATION Name, Address, and Telephone
6:35							In office
	11:30	3:00					
4:00	6:00						Home

AUD 160 Minutes Total Turk 11 Hours Supervisor's Initials J

FD-256 (Rev. 4-3-79)

164-497-1A81

C

File No. 164-497 1A80Date Received 1/17/77From [REDACTED]

(NAME OF CONTRIBUTOR)

b6

b7C

(ADDRESS OF CONTRIBUTOR)

Sherman Oaks, Calif.

(CITY AND STATE)

[REDACTED]To Be Returned ☐ Yes☒ No

Receipt Given

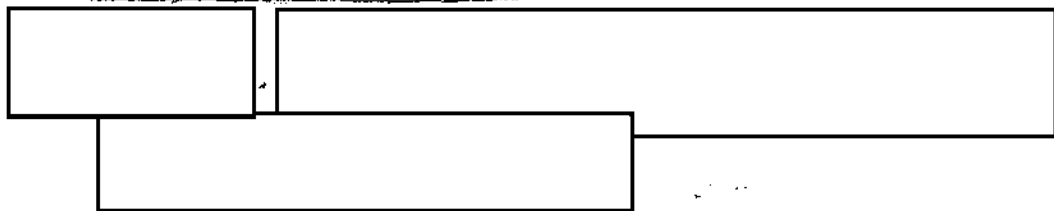
☐ Yes☒ No

Description :

2 photos of Jack
Bryant Coffelt.

B-17-77 BB Cooper-22137
BON

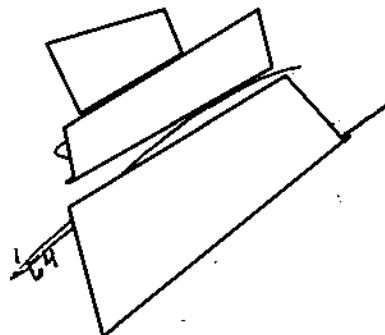
164-497-1a80



b6
b7C

USMC Reserve Center
Richmond, Virginia
4th Marine Corps District
APCES

b3
b6
b7C
b7E



5428825
343

b6
b7C
DB Cooper-22138



JACK COFFELT

164-4971a80

JACK COFFELT

164-4971a80

DB Cooper-22140

File No. 164-497-1a79

Date Received 1-17-77

From

b6

b7C

(ADDRESS OF CONTRIBUTOR)

Sherman Oaks, Calif.

(CITY AND STATE)

To Be Returned ☐ Yes

☒ No

Receipt Given

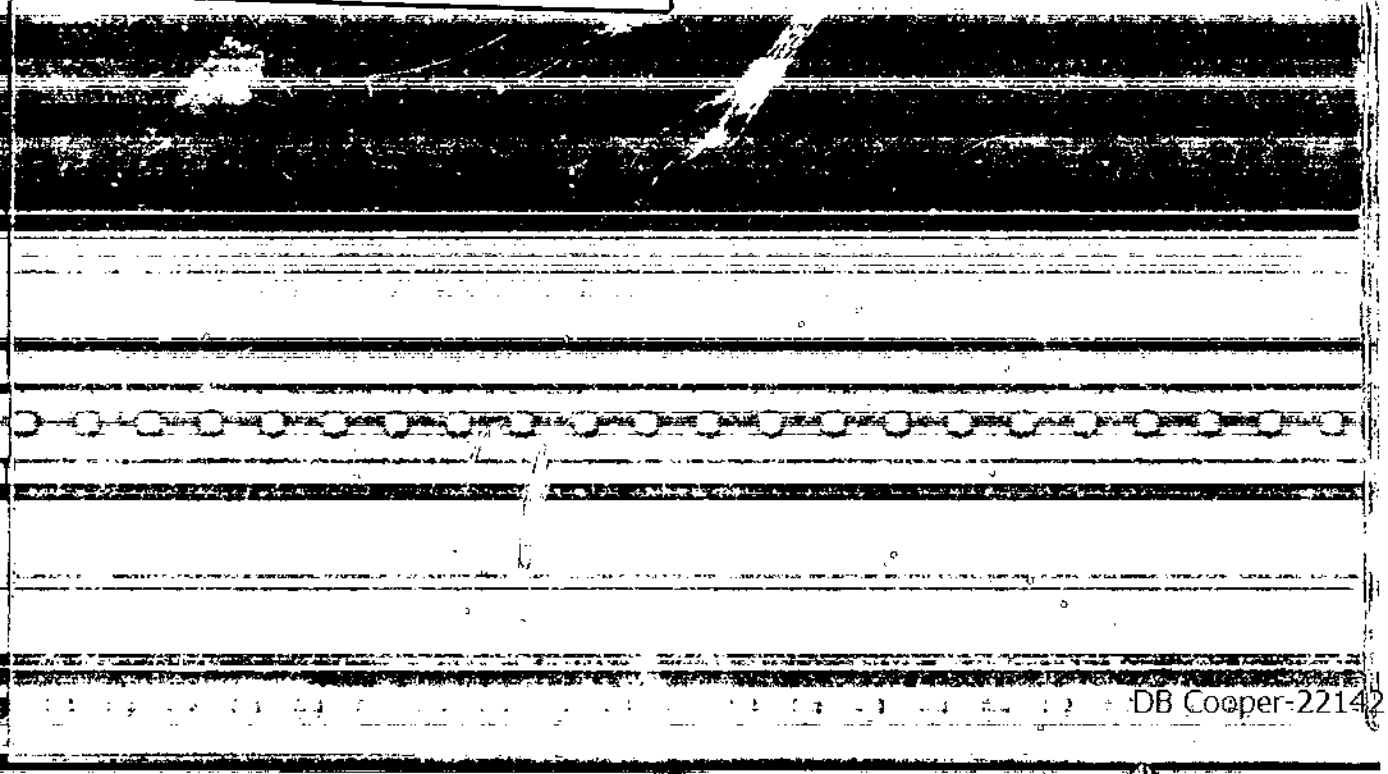
☐ Yes

☒ No

Description :

Photos of Bryant
Coffelt as taken in
1974.

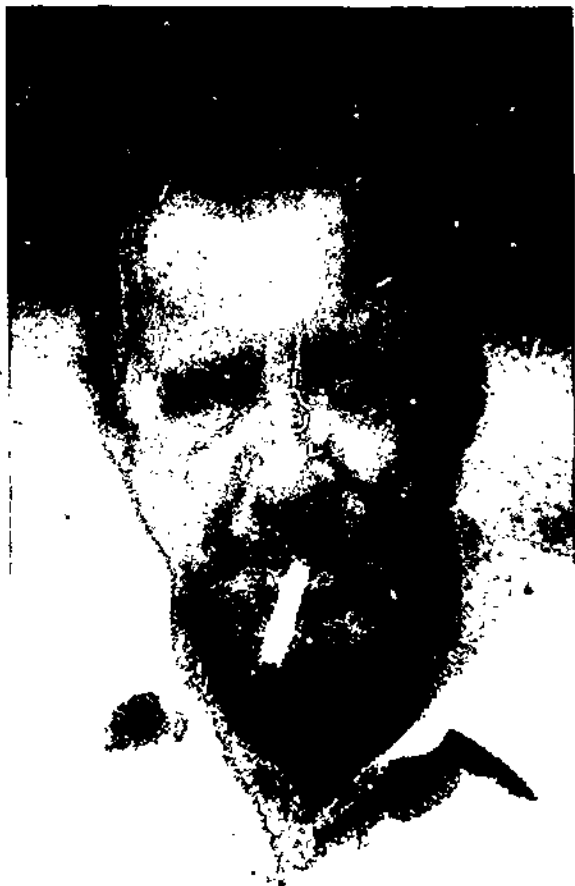
DB Cooper 1/21/77



164-497-1a79

DB Cooper-22143

164-497-1a79



164-497-1a79

DB Cooper-22145

164-497-1a79

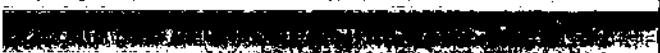
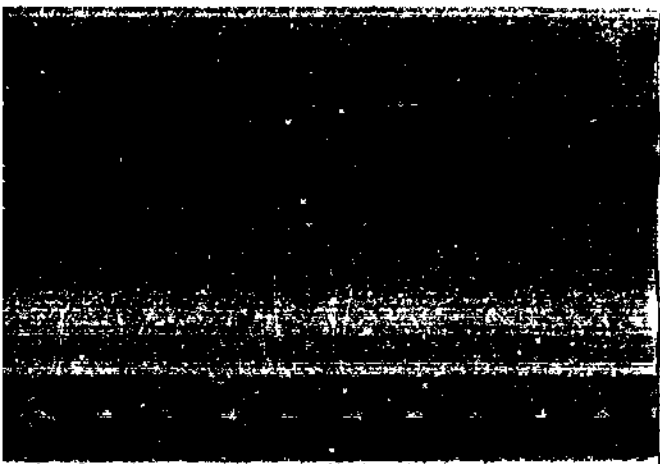


DB Cooper 2146

164-497-1279

DB Cooper-22147

164-497-1279



164-479-1a79

C

File No.

1A78
164-497-~~1280~~

Date Received

1/18/77

From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

(NAME OF SPECIAL AGENT)

b6

b7C

To Be Returned ☐ Yes☒ No

Receipt Given

☐ Yes☒ No

Description :

Case Notes.

FUCKING
AVOID VERBAL ORDERS ASSHOLE !!

IND-GEN-5216/17 (8-60)

FROM

TO

DATE

INSTRUCTIONS (Use reverse side for sketches)



b6

b7C

AUTHORITY

DB Cooper-22155

AVOID VERBAL ORDERS

LIND-GEN-5216/17 (8-60)

FROM

Y

DATE _____

63

INSTRUCTIONS (Use reverse side for sketches)

AUTHORS

b6
b7C

DB Cooper-22156

12/22

12/1 V M5R 352 50

MW59 37

Mani Aerial Refuel Transport Sq. 352

[REDACTED]

[REDACTED]

[REDACTED]

b6
b7C

(DRN)

no crew records
in 63.

[REDACTED]

b6
b7C

no ph

Complaint - turned in desert from
USMC Barstow.

Date _____

☐ Birth ☐ Credit ☒ Criminal ☐ Death ☐ INS ☐ Marriage* ☐ Motor Vehicle ☐ Other _____
☐ Driver's License

To PB	Buded
Return to SJF	File number 164-497-873

Name and aliases of subject, applicant, or employee, and spouse

--

Addresses

Residence _____

Business _____

Former **ALL INFO DATED 1963**

DEC 5 1976

PAT BARRY

* Date and place of marriage
(if applicable) _____

Race W	Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	Age 23	Height 5'8-9	Weight 150-60	Hair BRN/BLK.	Eyes
Birth date		Birthplace WASHINGTON (POSSIBLE)				
Arrest Number		Fingerprint classification			Criminal specialty	

Specific information desired OR ANYTHING ELSE	Social Security Number
---	------------------------

Results of check

+ photo - Any POSSIBLES ALSO w/ photo's.

File No. 164-497-1A 77Date Received 10/9/75From [REDACTED]
(NAME OF CONTRIBUTOR)

b6

b7C

(ADDRESS OF CONTRIBUTOR)

Twenty Nine Palms, CA
(CITY AND STATE)

b6

b7C

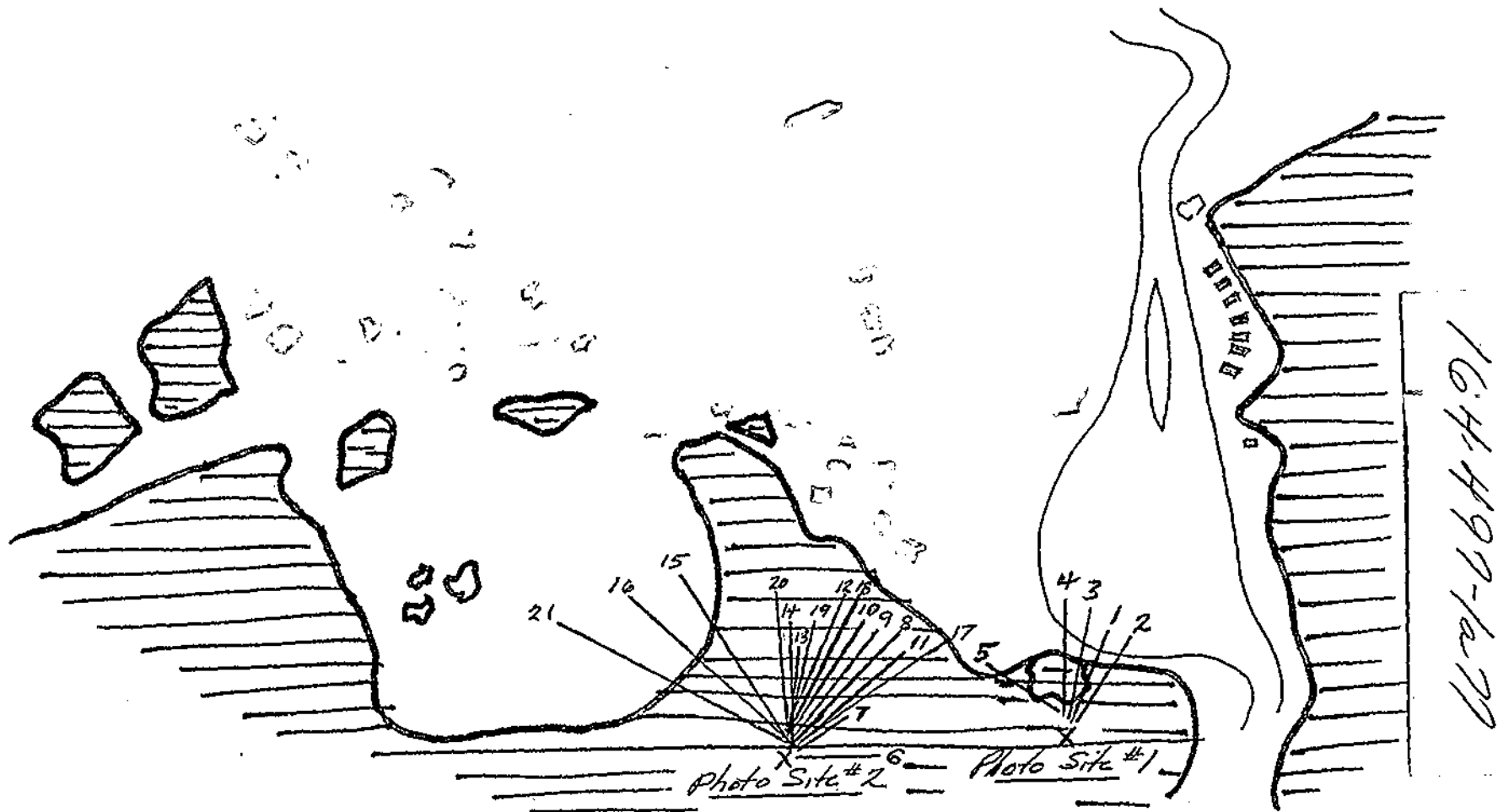
(NAME OF SPECIAL AGENT)





To Be Returned ☐ Yes☒ NoReceipt Given ☐ Yes☒ No

Description:

Log of Photos taken
at alleged site where
A. B. Cooper buried money.

DB Cooper-20159



-  Rock outcropping
-  Roadway
-  Trees and bushes
-  Cement blocks



b6
b7C

b6
b7C

File No. 164-497-1a 76Date Received 10-30-75

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(NAME OF SPECIAL AGENT)

b6

b7C

To Be Returned ☐ Yes Receipt Given ☐ Yes
☐ No ☐ No

Description:

1 double mug photo
of ☐ _____

b6

b7C

☐ _____, taken 1/9/74

DB Cooper-22161

10-31-75
mja
Q

[Redacted]
b6
b7C

b6
b7C
[Redacted]

LA 164-497-¹⁰²⁶~~1025~~ DB Cooper-22163

File No. 164-497-1a75Date Received 10-16-75

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

[Redacted]

b6

b7C

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ No

Receipt Given

☐ Yes☐ No

Description:

1 photo of Calif.
DL# [Redacted] for

b6

b7C

see ser 823

DB Cooper-22164

10-16-75
mjf
a

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY

b6
b7C

DB Cooper-22165

State of California
DEPARTMENT OF MOTOR VEHICLES
Division of Drivers Licenses

I hereby certify that the document to which this is affixed
is a true photographic copy of the original in Department of

Motor Vehicle File No. [redacted]

Date 9-5-75

Signed [redacted]

Officer, Dept. of Motor Vehicles

In accordance with Section 1813 C.V.C., the above officer of
the Division of Drivers Licenses has been authorized to prepare
under seal and certify copies of records of this Division.



DB Cooper 22166

LA 164-497-1a 75

File No. 164-497-1a74
Date Received 10/9/75
From SA. [redacted] b6
b7C
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

[redacted]
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes



No

Receipt Given



Yes



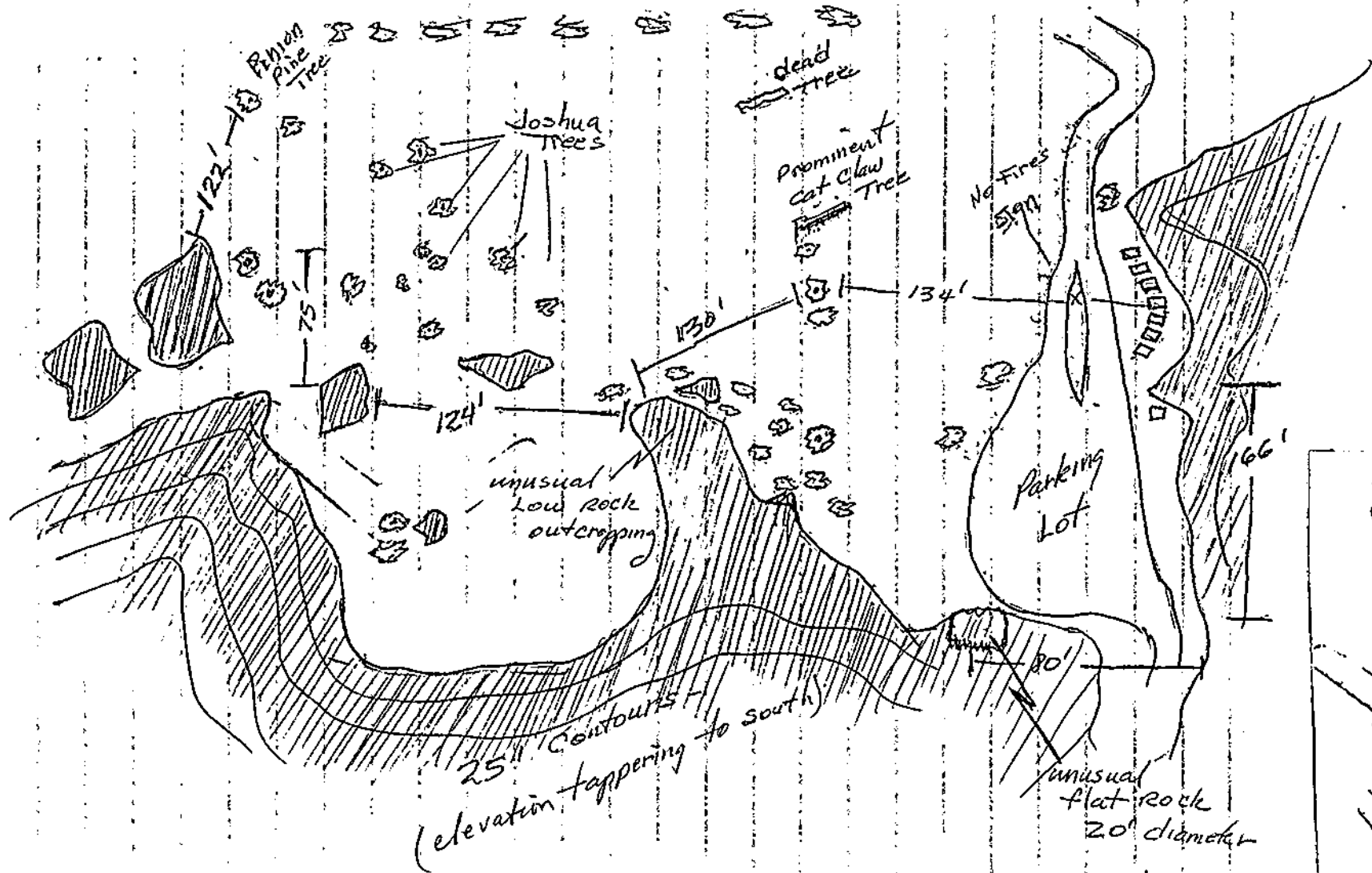
No

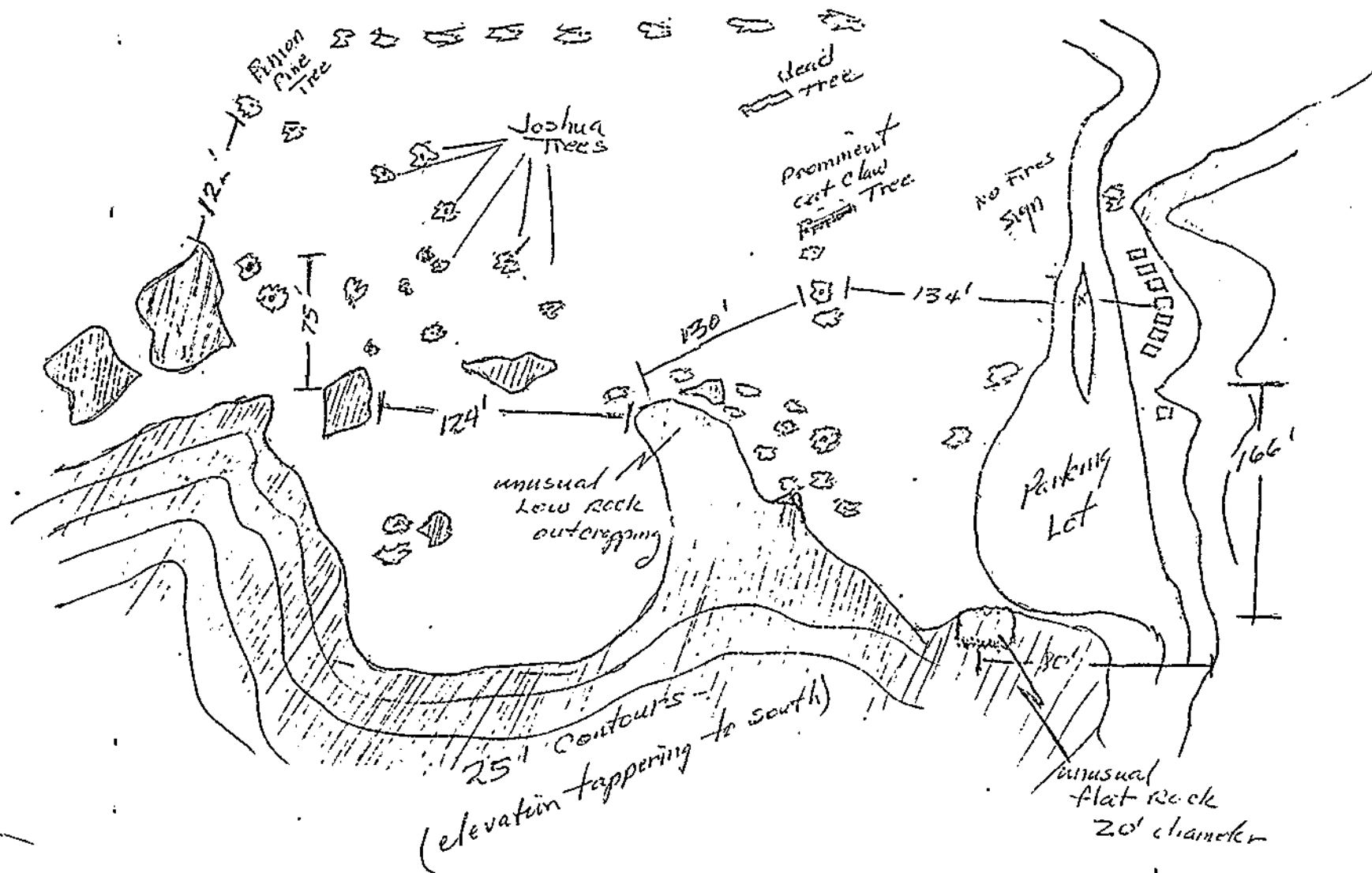
Description:

original + 5 perf
copies of map of
area in Joshua Tree
National Monument near
Barker Dam.

DB Cooper-22167

10-10-75





DUE TO BULKINESS 1a1 THRU 1a72 ARE BEING
MAINTAINED IN SEPARATE EXHIBIT SECTION IN
CLOSED FILES: SEE VOLUMES 1 THRU 8.

(Title) KORJAK(File No.) 164-497

Item	Date Filed		Disposition
73	10/10/75	2 negatives and 1 photo of area near Barker Dam in Joshua Tree National Monument. (mjd)	
74	10/10/75	Original and 5 xerox copies of map of area in Joshua Tree National Monument near Barker Dam (mjd)	
75	10/16/75	1 photo of California [redacted] for [redacted] [redacted] (see ser. 823) (mjd)	
76	10/31/75	1 double mug photo of [redacted] taken 1/19/74. (mjd)	
77	10/30/75	log of photos taken at alleged site where D.B. COOPER buried money.	
78	2/18/77	Case notes	
79	"	Photo of BRYANT COFFELT as taken in 1974 (mm)	
80	5/17/77	2 photos of JACK BRYANT COFFELT (bev)	
81	6-2-80	Xerox copies of #3 cards of SA [redacted] and SA [redacted] for 2/11 & 12/80	
82	8-5-88	CII RAP SHEET & PHOTOGRAPHS OF MERLIN G. COOPER VSE	

b6
b7Cb6
b7C

②. 164-497-1A

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
October 10, 1975	
FBI - LOS ANGELES	

mm DB Cooper-22175

File No. 164-497-1a73Date Received 10/8/75From [REDACTED]
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

[REDACTED] AGENT

b6

b7C

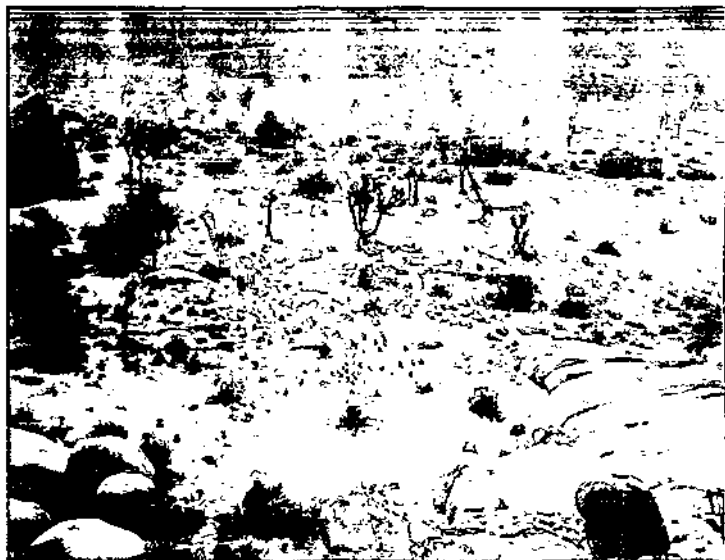
To Be Returned ☐ Yes Receipt Given ☐ Yes
☒ No ☒ No

Description:

2 negatives +
1 photo of area near
Barker Dam in
Joshua Tree National
Monument.

000

DB Cooper-22075
10-15-75
10-15-75
A



10/9/75
mmf

E508223JN

b6

b7C

LA 164-997-1215

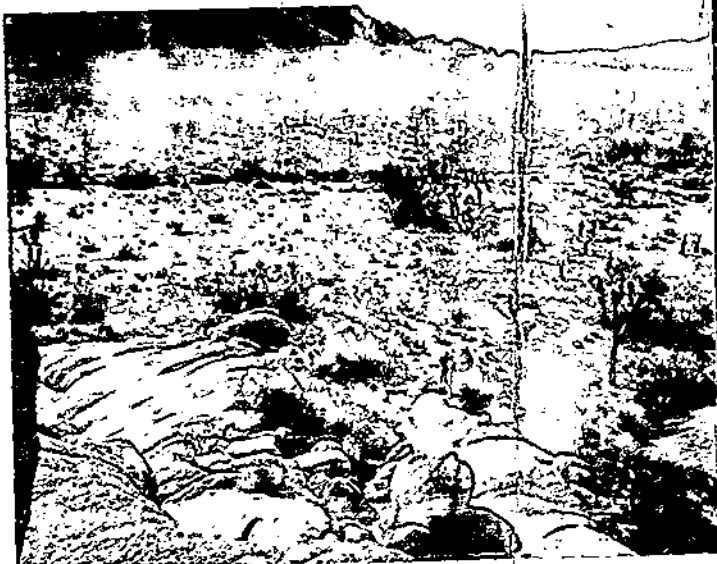
10/9/75
mmf

E508223JN

DB Cooper-22178

b6

LA 164-997-1215



DB Cooper-22179

ES 00220JM

10/9/75
munt



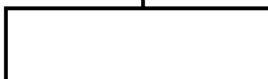
b6

b7C

LA 164-499-1073

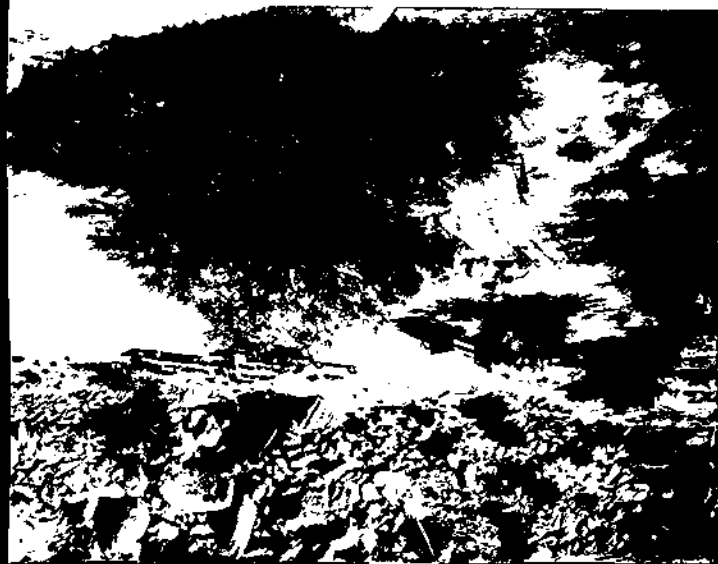
ES 00220JM

10/9/75
munt



b6

b7C



DB Cooper-22181

61-4-166-1401-104

prim
54/6/01

b6
b7C

ES 002253H



3053

10/9/75
mmf

LA 164-497-1273

b6
b7C

DB Cooper-22182

164-497-1a73

No. _____

Name _____

Order _____

Remarks _____

Retouched _____

Order Finished _____

Reorder _____

DB Cooper-22183

Date 1/21/76

Title and Character of Case

NORJAK

Date Property Acquired <u>11/75</u>	Source From Which Property Acquired <div style="border: 1px solid black; width: 150px; height: 20px;"></div>
Location of Property or Bulky Exhibit <u>Bulky Exhibit Room</u>	Reason for Retention of Property and Efforts Made to Dispose of Same <u>Evidence</u>
Description of Property or Exhibit and Identity of Agent Submitting Same <u>Submitted by SA <div style="border: 1px solid black; width: 100px; height: 20px;"></div></u>	

b6
b7c

One series of photographs taped together and two large photographs of the series.

DESTROYED
4/14/76

164-497-1B2

SEARCHED.....	INDEXED.....
SERIALIZED <u>SR</u>	FILED <u>SR</u>
JAN 21 1976	
FBI - LOS ANGELES	

mm

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Field File # 164-497-1B2

NR004 SE PLAIN .

5:05 PM URGENT 11/23/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO
SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA - HIJACKING;
EXTORTION. OO: SEATTLE.

RE YOUR NITEL, NOVEMBER TWENTY-SIX, SEVENTYONE.

RETEL SET FORTH NAMES OF SUSPECTS [REDACTED]

b6
b7C

SEATTLE IS TRANSMITTING TO LOS ANGELES BY FACSIMILE COPIES
OF THE LATES ARTIST'S SKETCH OF UNSUB WHICH WAS PREPARED AFTER HE
PERSONALLY INTERVIEWED THE THREE STEWARDESSES WHO TALKED TO UNSUB.

LOS ANGELES IS REQUESTED TO SHOW THIS SKETCH TO THE SOURCES
OF THE INFORMATION SET FORTH IN YOUR NITEL AND ADVISE WHETHER OR
NOT SUSPECTS ARE STILL GOOD AS SUCH. - P -

E N D

VLB

FBI LOS ANG

TU CLR A

*oo: Seattle
T 12/12
AL*

[Handwritten signature]
x
A

164-497-1

SEARCHED <i>11/23</i>	INDEXED <i>11/23</i>
SERIALIZED <i>11/23</i>	FILED <i>11/23</i>
13 NOV 28 1971	
FBI - LOS ANGELES	

CP

b6
b7C

DB Cooper-22185

NR004 SE PLAIN

5:05 PM URGENT 11/28/71 DCA

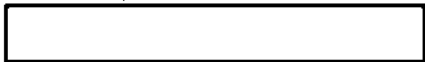
TO LOS ANGELES

FROM SEATTLE (164-81) JP

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO
SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA - HIJACKING;
EXTORTION. OO: SEATTLE.

RE YOUR NITEL, NOVEMBER TWENTY-SIX, SEVENTYONE.

RETEL SET FORTH NAMES OF SUSPECTS



SEATTLE IS TRANSMITTING TO LOS ANGELES BY FACSIMILE COPIES
OF THE LATES ARTIST'S SKETCH OF UNSUB WHICH WAS PREPARED AFTER HE
PERSONALLY INTERVIEWED THE THREE STEWARDESSES WHO TALKED TO UNSUB.

LOS ANGELES IS REQUESTED TO SHOW THIS SKETCH TO THE SOURCES
OF THE INFORMATION SET FORTH IN YOUR NITEL AND ADVISE WHETHER OR
NOT SUSPECTS ARE STILL GOOD AS SUCH. - P -

E N D

VLB

FBI LOS ANG

TU CLR A

*Discontinue - Seattle
Advise Witnesses state photo of
not identical to UNSUB.*

*oo: Seattle
T-12/125
AK*

164-497-1

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 28 1971	
ES	

DB-200091-22186

b6
b7C

b6
b7C

b6
b7C

NR 001 PX PLAIN

1159PM 11/28/71 NITEL JDD

TO BUTTE

HONOLULU - VIA WASHINGTON

LOS ANGELES

OKLAHOMA CITY

SEATTLE

FROM PHOENIX (164-100)

UNSUB; NORTHWEST AIRLINES SEVEN TWO SEVEN, PORTLAND, OREGON,
ELEVEN TWENTYFOUR SEVENTYONE. CAA - HIJACKING. 00: SEATTLE.

RE SACRAMENTO TEL ELEVEN TWENTYSIX LAST.

INSTANT DATE, [REDACTED]

[REDACTED] CALIFORNIA, ADVISED FBI COMPOSITE OF HIJACKER SHOWN ELEVEN
TWENTYEIGHT SEVENTYONE, SAN DIEGO UNION NEWSPAPER, PAGE A - SIX,
WAS STRONGLY SIMILAR TO FACIAL FEATURES OF [REDACTED] [REDACTED]
JAW LINE, TOGETHER WITH HIGH FOREHEAD AND HAIRLINE, ARE STRONGLY
SIMILAR AND ALMOST IDENTICAL TO COMPOSITE PHOTOGRAPH OF SUBJECT.

[REDACTED] MOUTH IS SMALL, SIMILAR TO SUBJECT'S. [REDACTED] WAS KNOWN TO ALWAYS
WEAR DARK GLASSES. [REDACTED] IS KNOWN BE [REDACTED]

END PAGE ONE

*Report lead
Palmdale -
Santa Ana*

164-100-2013

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 28 1971	
LOS ANGELES	

[REDACTED]

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

DB Cooper-22187

PAGE TWO

[REDACTED] ADVISED LAST SAW [REDACTED]

WAS

b6
b7C
b7D

[REDACTED] ADVISED [REDACTED]

NAME UNKNOWN, IN [REDACTED]

AT THIS TIME,

[REDACTED] ADVISED [REDACTED]

HE HAS EVER MET. [REDACTED] HAS COMPLETE KNOWLEDGE OF ALL [REDACTED]

b6
b7C
b7D

[REDACTED] HAS HAD [REDACTED] WHICH INCLUDED: [REDACTED]

[REDACTED] ADVISED [REDACTED]

WHILE [REDACTED]

b6
b7C
b7D

[REDACTED] WOULD HAVE EXCELLENT KNOW-

LEDGE OF [REDACTED]

[REDACTED] ADVISED [REDACTED]

AS

[REDACTED]
IN [REDACTED]

b6
b7C
b7D

END PAGE TWO

DB Cooper-22188

PAGE THREE

[REDACTED]
[REDACTED] THE UNITED STATES AND
[REDACTED]
[REDACTED] CALIFORNIA AS OF
[REDACTED]

b6
b7C
b7D

WAS INTERESTED IN [REDACTED]

b6
b7C
b7D

[REDACTED] DESCRIBED AS WHITE, MALE, AMERICAN, MEDIUM COMPLEXION, [REDACTED]
[REDACTED] EYES UNKNOWN, ONE SIXTY POUNDS, FIVE FEET NINE OR TEN,
THIRTYFIVE TO THIRTYSEVEN YEARS OLD, SLIM BUILD, [REDACTED]
VOICE.

BUTTE AT MISSOULA, MONTANA, CONTACT [REDACTED] TO
DETERMINE IF THEY CAN IDENTIFY [REDACTED]

b6
b7C

[REDACTED] DURING LATE [REDACTED]

[REDACTED] AND CONDUCT APPROPRIATE INVESTIGATION TO LOCATE [REDACTED]

HONOLULU AT HONOLULU, CONTACT [REDACTED] TO
DETERMINE BACKGROUND INFORMATION ON [REDACTED]
[REDACTED]

b6
b7C

LOS ANGELES AT HEMET, CONDUCT APPROPRIATE INVESTIGATION AT [REDACTED]
[REDACTED] TO IDENTIFY AND LOCATE [REDACTED]

b6
b7C

IN [REDACTED] AT PALMDALE, CONDUCT SAME INVESTIGATION. AT RESEDA,
CONDUCT APPROPRIATE INVESTIGATION TO LOCATE AND IDENTIFY [REDACTED]

END PAGE THREE

DB Cooper-22189

PAGE FOUR

WHO LIVED THERE ON [REDACTED] IN EFFORT TO
LOCATE [REDACTED] AND OBTAIN APPROPRIATE BACKGROUND INFORMATION.

AT SANTA ANA, CONDUCT CRIMINAL CHECKS AT ORANGE COUNTY SO FOR [REDACTED]

[REDACTED] NOTING HE WAS [REDACTED]

OKLAHOMA CITY AT TULSA, CONTACT FEDERAL AVIATION AGENCY, [REDACTED]

[REDACTED] DIVISION, RE [REDACTED] OBTAIN ALL INFORMATION AND BACKGROUND

ON [REDACTED] WITH SPECIAL ATTENTION TO [REDACTED]

ARMED AND DANGEROUS.

END

VLB

FBI LOS ANG

TU CLR

b6
b7C

b6
b7C

F B I

Date: 11/26/71

Transmit the following in PLAINTEXT
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE
FROM: SAC, LOS ANGELES (164-NEW)

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY
FOUR LAST. CAA DASH HIJACKING. OO: SEATTLE.

ON INSTANT DATE THE FOLLOWING INDIVIDUALS CONTACTED
THE LA OFFICE WITH THE FOLLOWING INFORMATION CONCERNING
CAPTIONED CASE:

[REDACTED] CALIF., HAS HUNCH UNSUB MAY
BE [REDACTED] WHO HE DESCRIBED AS [REDACTED]

[REDACTED]
[REDACTED] IS REPORTEDLY
[REDACTED] ALL OVER U.S. AND IS BELIEVED TO

[REDACTED] DESCRIBED AS MALE CAUCASIAN, FORTY TO FORTY
FIVE YEARS OF AGE, BLACK HAIR, FIVE FEET ELEVEN INCHES TALL,

164-NEW
RFP/clp
(1)

164-497-2
SEARCHED
INDEXED

Approved: WBS/bs
Special Agent in Charge

Sent

9:41 pm

M

Per

WBS

DB Cooper-22191

LA 164-NEW

PAGE TWO

MUSCULAR BUILD.

[REDACTED] LASO, DETECTIVE BUREAU, FIRESTONE
[REDACTED] SUBSTATION, ADVISED UNSUB MAY BE ONE [REDACTED] LAST KNOWN
ADDRESS [REDACTED] CALIF., DESCRIBED AS IN HIS MID SIXTIES,
GENERALLY FITTING DESCRIPTION OF HIJACKER IN NEWSPAPER
ACCOUNTS AND WHO IS [REDACTED] REPORTED
TO BE TYPE OF PERSON WHO WOULD COMMIT HIJACKING.

b6
b7C

[REDACTED] LA,
CALIF., ADVISED [REDACTED]
[REDACTED] APPROXIMATELY
FIVE YEARS AGO. [REDACTED]
STATED ON OCCASION [REDACTED]

b6
b7C
b7D

[REDACTED] ONLY DESCRIPTION OF
[REDACTED] WAS BORN IN [REDACTED]

[REDACTED] LA, CALIF., ADVISED A FORMER
[REDACTED] COULD BE INVOLVED IN CAPTIONED
CASE. [REDACTED] CLAIMED TO HAVE KNOWLEDGE OF [REDACTED]

b6
b7C
b7D

CLAIMS TO HAVE [REDACTED]
[REDACTED]

DESCRIBED AS APPROXIMATELY FORTY THREE YEARS OF AGE, SIX FEET

LA 164-NEW

PAGE THREE

TALL, ABOUT ONE HUNDRED NINETY POUNDS.

[REDACTED] CALIF., ADVISED UNSUB
MAY BE IDENTICAL WITH [REDACTED] A

b6
b7C
b7D

[REDACTED] SIXTY TWO YEARS OF AGE, WHO [REDACTED]
[REDACTED] NINETEEN SEVENTY ONE, AFTER [REDACTED]

[REDACTED] LA, ADVISED AN INDIVIDUAL NAMED [REDACTED]
[REDACTED] WHO RESIDES AT [REDACTED] MAY BE
INVOLVED IN CAPTIONED CASE. [REDACTED] DESCRIBED AS WHITE MALE,
MIDDLE AGE, GOOD PHYSICAL CONDITION, WELL TANNED, MEDIUM
HEIGHT AND BUILD. [REDACTED] SAID [REDACTED]
ADDRESS DURING [REDACTED]

b6
b7C
b7D

[REDACTED] ON NOVEMBER TWENTY THREE LAST, [REDACTED]
RETURNED TO [REDACTED]

HE WAS GOING TO OREGON TO [REDACTED]

THE ABOVE IS FURNISHED TO SEATTLE FOR WHATEVER
INVESTIGATIVE VALUE IT MAY BE. PENDING.

NR03 SD PLAIN

615PM URGENT 11-27-71 RAK

TO: SEATTLE (164-81)

SAN FRANCISCO

LOS ANGELES

FROM: SAN DIEGO (164-91)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND
TO SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA - HIJACKING AND
EXTORTION.

ON NOVEMBER TWENTY SEVEN INSTANT, [REDACTED]
NORTH ISLAND NAVAL AIR STATION, SAN DIEGO, FURNISHED THE
FOLLOWING OBTAINED FROM [REDACTED] AND PREFERS [REDACTED] NOT BE
IDENTIFIED DURING ANY INQUIRY:

b6
b7C
b7D

[REDACTED] GENERALLY KNOWN AS
[REDACTED]

b6
b7C
b7D

SEVERAL WEEKS AGO PRIOR TO THE HIJACKING OF CAPTIONED FLIGHT,
END PAGE ONE

Just 4
Given to SA [REDACTED] 6:30PM
PBD

164-497-41

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
LOS ANGELES	
1 Chp	

DB Cooper-2214

b6
b7C

PAGE TWO

[] OVERHEARD [] BELIEVED TO
RESIDE IN SAN DIEGO, COMMENT TO [] THAT AN
INDIVIADUAL WHO SAID HE WAS A REPORTER FOR A MAGAZINE HAD
QUESTIONED HIM ABOUT THE POSSIBILTY OF BAILING OUT
(PARACHUTING) FROM A SEVEN TWENTY SEVEN JET AND []
DESCRIBED TO THIS INDIVIDUAL HOW IT COULD BE DONE, ACCORDING
TO [] RECOLLECTION OF THE CONVERSATION.

b6
b7C
b7D

THE NINETEEN SEVENTY ONE CROSS DIRECTORY LISTS []
[]
SAN DIEGO, CALIFONRIA, AND SHOWN AS [] HOME
TELEPHONE []

b6
b7C

ON NOVEMBER TWENTY SEVEN INSTANT, SEATTLE FURNISHED
THE FOLLOWING DESCRIPTION OF THE UNKNOWN SUBJECT OF CAPTIONED
CASE: RACE WHITE, SEX MALE, AGE MID FORTIES, HEIGHT FIVE
FEET TEN INCHES TO SIX FEET, WEIGHT ONE SEVENTY TO ONE EIGHTY,
END PAGE TWO

PAGE THREE

AVERAGE BUILD, COMPLEXTION OLIVE AND MEDIUM SMOOTH, AHIR
DARK BROWN DASH BLACK, NORMAL CUT OF HAIR, LOW EAR LEVEL
SIDEURNS, EYES POSSIBLY BROWN, LOW VOICE DASH EDUCATED,
POSSIBLY MID WESTERN ACCENT, WEARING WRAP DASH AROUND DARK
CLASSES AND A BLACK OR BROWN SUIT, DARK TOPCOAT, BRIEFCASE,
BROWN SHOES, HEAVY SMOKER OF RALEIGH CIGARETTES.

[REDACTED] INTERVIEWED INSTANT DATE. STATED THAT ON
FLIGHT TWO ZERO ONE, NOVEMBER EIGHT LAST DEPARTED SAN DIEGO
FOR BURBANK, CALIFORNIA APPROXIMATELY EIGHT THIRTY A.M.
SHORTLY AFTER TAKEOFF WHITE MALE ENTERED COCKPIT AREA STATING
HE WAS SCRIPT WRITER FOR MOVIE INDUSTRY. PRODUCED BROCHURES
REPRESENTING MOVIES HE REPORTEDLY WROTE. STATED WAS INTERESTED
IN WRITING COMEDY PRESENT TIME. THEN INQUIRED AS TO WHAT HAD
TO BE DONE TO THROW PACKAGE OR OBJECT FROM PLANE TO ACCOMPLICE
ON GROUND AT PREDETERMINED LOCATION IN ISOLATED AREA. IN-
OICATED THIS ACTIVITY WAS TO BE INCLUDED IN SCRIPT CURRENTLY
WRITING. DID NOT INQUIRE SPECIGICALLY CONCERNING SEVEN
TWENTY SEVEN NOR ANY OTHER TYPE AIRCRAFT IN PARTICULAR.
END PAGE THREE

b6
b7c

PAGE FOUR

WAS ADVISED [REDACTED] THAT BEST METHOD
WOULD BE TO HAVE AIRCRAFT FLY LOW, SLOW, AND WITH CABIN
DEPRESSURIZED. ALSO SUGGESTED THAT PACKAGE BE THROWN FROM
PILOTS WINDOW FOR ACCURACY.

b6
b7C

[REDACTED] DOES NOT RECALL NAME OF FILM INDUSTRY THIS
INDIVIDUAL REPORTEDLY WORKS FOR. COULD NOT RECALL NAMES OF
MOVIES MENTIONED IN BROCHURES DISPLAYED. BOARDED FLIGHT IN
SAN DIEGO AND DEPLANED IN BURBANK. DESCRIBED AS WMA, LATE
FORTY'S, AT LEAST FIVE FOOT TEN, ONE EIGHT ZERO POUNDS, DARK
BROWN HAIR GREYING, WELL DRESSED IN BUSINESS SUIT, CARRIED
BROWN ATTACHE CASE AND MADE NOTES ON YELLOW LEGAL TYPE PAD.

b6
b7C

[REDACTED] STAYING AIRPORT
HILTON INN, SAN FRANCISCO AIRPORT INSTANT DATE SUBSEQUENT TO
SEVEN THIRTY P.M.

b6
b7C

LEAD: SAN FRANCISCO INTERVIEW [REDACTED] IN ATTEMPT TO
OBTAIN NAME MOVIE INDUSTRY ABOVE INDIVIDUAL WORKED FOR AND
FURTHER BACKGROUND DESCRIPTIVE DATA. IMMEDIATELY FURNISH
LOS ANGELES ALONG WITH APPROPRIATE LEADS.

b6
b7C

SAN DIEGO ATTEMPTING TO OBTAIN FLIGHT
MANIFESTS FOR NOVEMBER EIGHT LAST.

END

DJW

FBI LOS ANGELES CLR

NR 005 SF PLAIN

11 43 PM URGENT 11/27/71 BEH

TO: SEATTLE (164-81)
SAN DIEGO (164-91)
LOS ANGELES

FROM: SAN FRANCISCO (164-220)

NO. SUCH THING.
AS PSA PASSENGER

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO
SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA - HIJACKING AND EXTORTION.

RE SAN DIEGO TELETYPE TO SEATTLE TODAY. [REDACTED]

[REDACTED], INTERVIEWED AT HILTON INN, SAN FRANCISCO AIRPORT. [REDACTED]

RECALLS CONVERSATION WITH UNIDENTIFIED MAN ON FLIGHT TWO ZERO ONE,
FROM SAN DIEGO TO BURBANK, NOVEMBER EIGHT LAST. STATES HE AND

[REDACTED], HAVE AGAIN DISCUSSED THIS CONVERSATION
AND NEITHER OF THEM CAN RECALL THE NAME OF THE INDUSTRY, MOVIE
COMPANY, OR NAMES OF PARTICULAR MOVIES UNMAN CLAIMED TO HAVE WORKED
FOR. ONLY RECALLS THAT MAN MENTIONED HE IS NOW WORKING ON COMEDIES
OR "LIGHT" MATERIAL WHICH ARE GOOD FOR A LAUGH. RECALLS MAN
APPROACHED THEM AFTER HE SPOKE TO [REDACTED] WHILE THEY WERE RIDING
AS DEADHEAD PASSENGERS. UNMAN SAT IN SEAT BETWEEN THEM AT FRONT
END OF PAGE ONE

b6
b7c

164-497-5

SEARCHED	INDEXED
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NOV 27 1971	
FBI - LOS ANGELES	

[REDACTED] [REDACTED]

b6
b7c

Cooper-2

PAGE TWO

SF 164-220

OF PLANE. HE EXPLAINED HE WAS WRITING A SCRIPT INVOLVING THE THROWING OF AN OBJECT FROM A PLANE TO A LOCATION ON THE GROUND AND WANTED ADVICE AS TO HOW THIS COULD BE ACCOMPLISHED. DID NOT MENTION ANY PARTICULAR TYPE OF AIRCRAFT. ASKED IF POSSIBLE TO DEPRESSURIZE CABIN AND THROW FROM WINDOW. MAINLY DISCUSSED POSSIBILITY OF USING WINDOW NOT DOOR.

[] DESCRIBED MAN AS WELL-DRESSED IN BROWN BUSINESS SUIT AND TIE, WORE ONE OR TWO LARGE DIAMOND RINGS, THIRTY SIX TO FORTY YEARS OLD, SIX FEET OR OVER, HEAVY, POSSIBLY TWO HUNDRED POUNDS, LIGHT COMPLEXION, ROUND HEAVY FACE, NO DISTINCTIVE FEATURES, DARK WAVY HAIR WORN LONG OR FULL, EDUCATED, MODULATED VOICE, GOOD SPEAKER, CARRIED ATTACHE CASE, WROTE ON YELLOW PAD. TOGETHER ABOUT FIFTEEN MINUTES. UNMAN NEVER SMOKED DURING THIS TIME. MOVIES HE MENTIONED WORKING ON WERE LISTED ON SLIP OF PAPER.

[] ALSO INTERVIEWED AND STATES [] HAVE REVIEWED THEIR CONTACT WITH UNMAN AND STILL UNABLE TO RECALL ANY IDENTIFICATION OF MOVIE COMPANY, FILMS OR INDUSTRY CONNECTIONS
END OF PAGE TWO

b6
b7C

b6
b7C

PAGE THREE

SF 164-220

OF UNMAN. [] STATED POSSIBLY IF LIST OF COMPANIES PRESENTED TO
THEM FOR REVIEW, COULD RECALL NAME. [] HOME ADDRESS IS []

b6
b7C

[] SAN DIEGO, CALIF., PHONE NUMBER []
[]

[] HE ADDR []

b6
b7C

[] CALIF., PHONE NUMBER []
[]

SUGGEST POSSIBILITY THAT LOS ANGELES ASSEMBLE LIST OF MOVIE
COMPANIES FOR DISPLAY TO []

Discuss with []

b6
b7C

END

NEED CORR PAGE THREE LINE FIVE FROM HER []

b6
b7C

[] HOME ADDRESS IS []

GA TU

DJW

FBI LOS ANGELES CLR



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No. 154-81

1015 Second Avenue
Seattle, Washington 98104

November 28, 1971

Dear Sir:

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

Race:	White
Sex:	Male
Age:	Mid 40s
Height:	5' 10" to 6'
Weight:	170 to 180 pounds
Build:	Average to well built
Complexion:	Olive, Latin appearance, medium smooth
Hair:	Dark brown or black, normal style, parted on left, combed back Sideburns, low ear level
Eyes:	Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims.
Voice:	Low, spoke intelligently; no particular accent, possibly from midwest section of the U.S.
Characteristic:	Heavy smoker of Raleigh Filter tip cigarettes
Wearing Apparel:	Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes

If you have any information which might lead to the identity of this individual, please contact the FBI Office at Seattle, Washington, telephone MA2-0460, or your nearest FBI Office which would be found in the front of your telephone directory.

Very truly yours,

J. E. MILNES
Special Agent in Charge

164-497-6
SEARCHED INDEXED
SERIALIZED FILED
NOV 29 1971

Cooper-22



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No. 164-81

1015 Second Avenue
Seattle, Washington 98104

November 28, 1971

Dear Sir:

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

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Sex:	Male
Age:	Mid 40s
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Voice:	Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S.
Characteristic:	Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel:	Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes

If you have any information which might lead to the identity of this individual, please contact the FBI Office at Seattle, Washington, telephone MA2-0460, or your nearest FBI Office which would be found in the front of your telephone directory.

Very truly yours,

J. E. MILNES

Special Agent in Charge

164-49726

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI - SEATTLE	

Cooper-2, b6 2
b7C

* check back of
shirt for
notes
Do not strip

Here since 6.2

Aircraft

20 + 4/25

Neg

Parachute, Inc -
moved back to
Orange, Mass.

Sky Power Magazine

El Centro Airport - El Centro

Stylark Field, Elsinore
suspect jumped 3 1/2. was ag.

was jump center suggested by
[redacted] to suspect in Wash. or Ore.

Latin Sky Drivers - est where located.

Emp; Barber

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-NEW)

DATE: 11/29/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIGHJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 309,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIGHJACK
OO: Seattle

[REDACTED] This date airport duty agent, Special Agent [REDACTED] placed envelope with latent fingerprints taken from captioned airline in possession [REDACTED] departing Los Angeles International Airport, Flight number 64, United Airlines at 9:20 a.m., scheduled to arrive Baltimore Friendship Airport 4:45 p.m.

b6
b7C

At 10:00 a.m., Special Agent [REDACTED] Bureau was advised of above in order to insure package to be received.

b6
b7C

Special Agent [REDACTED] Complaint Agent, Las Vegas Division, FBI was also advised.

WJH/mlr
(2)



5010-108

164-497-7

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FBI - LOS ANGELES	

[REDACTED] CPJ

b6
b7C
B Cooper-22204

Buy U.S. Savings Bonds Regularly on the Payroll Savings

(Mount Clipping in Space Below)

Churist Hijacker With \$200,000 Loot Hunted in 3 States

RENO (UPI) — FBI agents searched rugged wilderness areas in three states Thursday in an attempt to track down a swarthy master criminal who parachuted from a hijacked jetliner with \$200,000 in ransom.

The carefully planned and incredibly bold hijacking was one of the most bizarre crimes in history. It was the first time a hijacker has parachuted from a plane. And the ransom was the biggest ever paid in a U.S. hijacking, the FBI said.

The FBI began its search for the hijacker around the Lake Merwin Reservoir on the Lewis River in southern Washington. It was there that the pilot last talked with the hijacker, who was alone in the tail of the plane on a low-level flight from Seattle to Reno.

In Plane's Path

An alert was out along the corridor the jetliner flew when the mysterious parachutist disappeared. Initially the search was around Amboy, Wash., about 30 miles north of Portland, Ore.

The hijacker, a middle-aged man identified by the FBI as D. B. Cooper, disappeared without a trace somewhere in the vast wilderness between Seattle and Reno late Wednesday night.

The FBI said it had established he definitely jumped from a Northwest Airlines 727 after hijacking it with what he said was a bomb on a flight out of Portland Wednesday afternoon.

The hijacker was described as dark-complexioned, with dark black hair, wearing dark glasses, very relaxed, and very courteous.

Flashing a device with red cylinders and wires, he forced the airliner to land at Seattle-Tacoma airport, where Northwest delivered at his demand \$200,000 collected from several Seattle banks and four parachutes from nearby McChord Air Force Base and an Issaquah, Wash., parachute club.

He then allowed 36 passengers and stewardesses Alice Hancock and Florence Schaffner to disembark, and ordered the plane to fly "to Mexico" with Capt. William Scott, flight officers W. (Bob) Rataczak and H. E. Anderson, and stewardess Tina Mucklow.

When the plane arrived at Reno for a "refueling" stop 3½ hours later, the hijacker, the money, one parachute and the "bomb" were gone. The four crew members were safe and unharmed.

FBI agent Harold Campbell said it was believed the hijacker parachuted at least an hour before the 11 p.m. arrival at Reno, probably in Oregon.

Reports from FBI and police indicated the hijacking had been carefully and minutely planned by a man who was not only well-informed about airliners but also probably an experienced parachutist.

The officers said:

—He knew enough about airliners to know, as a spokesman for the Boeing Co. put it, that it would be "a very safe drop" to bail out of a 727, one of the few commercial aircraft where this is possible because of its rear exit and retractable stairs.

—He ordered the pilot to fly low, with full flaps down—at only 200 m.p.h.—with the exit door open and the steps lowered. In the lowered position the steps were below the bottom of the plane and a parachutist would have no

difficulty clearing the fuselage.

—He routed the plane over the Willamette Valley, with its broad, flat farmlands where a parachutist could land even at night, rather than over Oregon's rugged Cascade Mountains, where temperatures were below freezing and snow warnings were posted Thursday.

Such a carefully reasoned plan, it was further speculated, also might include an accomplice waiting on the ground to pick up the hijacker when he landed and made good his escape.

Heightening the mystery was a nearly complete blackout on information by Northwest employees, from crew members to president.

Walter Hellman, public relations vice president, attributed it to the FBI and the Federal Aviation Administration.

The FAA, Hellman said at Northwest headquarters in St. Paul, had instructed the crew "to make no further statements until a debriefing session can be held."

The search in Washington, Oregon and Nevada was mainly by air.

Police with dogs searched the darkened runways of the Reno airport, a residential section and desert area nearby after the plane landed Wednesday night. But Campbell said Thursday there was "no way" the hijacker could have escaped after it landed.

The plane, Northwest's Flight 305, originated Wednesday at Washington, D.C., and stopped at Minneapolis, Great Falls and Missoula, Mont., Spokane and Portland.

Cooper got on at Portland, Northwest officials said, and a few minutes later, while chatting amiably with a stewardess, handed her a note demanding the \$200,000 and

(Indicate page, name of newspaper, city and state.)

I-1 Los Angeles Times
Los Angeles, Calif.

Date: 11/26/71
Edition: Friday Final
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office: Los Angeles
☐ Being Investigated

164-472-10

SEARCHED	INDEXED
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13 NOV 26 1971	
FBI - LOS ANGELES	

CRA

b6
b7c

the parachutes while
showing her the device of
red cylinders and wires.

Northwest quickly announced it would "accede to the demands," and rounded up the money, which was delivered to the hijacker in a leather bag. A few minutes later, Air Force officials dispatched the four parachutes.

At one point, an FAA official boarded the plane and tried to talk the hijacker into surrendering. But he growled impatiently, "Let's get this show on the road."

The plane, flying at a low altitude and at what was virtually a crawl for a jetliner, took 3½ hours to reach Reno.

S P E C I A L

NR008 SE PLAIN

3:10PM URGENT 11/29/71 VAB

TO DIRECTOR

DETROIT

LOS ANGELES

SAN FRANCISCO

PORTLAND

FROM SEATTLE (164-81) (P) 5P

RE: UNSUB: *✓* NORTHWEST AIRLINES FLIGHT THREE NAUGHT FIVE, PORTLAND
TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE; CAA-HIJACKING; EXTOR-
TION; OO: SEATTLE

RE SFTEL TO BUREAU NOVEMBER TWENTYSIX LAST RE US PARACHUTE
ASSN. (USPA) *(W)*

SF ANSD TO SE THE LIST OF AFFILIATED CLUBS OF USPA. SE ANTICI-
PATES HAVING ALL THESE CONTACTED IN PERSON BY AGENTS OF VARIOUS DIVI-
SIONS WHERE LOCATED WITH FACTS THIS CASE AND COMPOSITE LIKENESS.

SF ALSO DETERMINE SOONEST ISSUE "THE PARACHUTIST" IN WHICH ITEM
RE UNSUB AND PHOTO COULD BE INCLUDED AND WHETHER THIS IS FEASIBLE
AND ACCEPTABLE TO USPA. BUREAU AUTHORITY THIS REGARD WILL BE SOUGHT.
END PAGE ONE

164-497-1

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SERIALIZED <i>h</i>	FILED <i>h</i>
NOV 26 1971	
FBI - SEATTLE	

112

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b7C

DB Cooper-22207

PAGE TWO

164-81

LA IDENTIFY REPORTED "LATIN SKY-DIVERS," AN ORGANIZATION IN LA // ALLEGEDLY COMPOSED EXCLUSIVELY OF PARACHUTISTS OF LATIN DESCENT OR BACKGROUND, AND DETERMINE IF THIS IS NATIONAL ORGANIZATION WITH PUBLICATION IN WHICH ITEM RE UNSUB MIGHT BE PLACED. IF ONLY LOCAL, LA DISPLAY COMPOSITE PHOTO WHICH IS BEING FORWARDED AMSD BY R/S, TO RESPONSIBLE OFFICERS OF CLUB AND ANY OTHERS THEY SUGGEST.

COPIES COMPOSITE PHOTO ALSO BEING SENT PORTLAND AND IS TO BE DISPLAYED TO PROPER SOURCES AT DESCHUTES NATIONAL FOREST OFFICE, REDMOND AIR BASE, AND AT SISKIYOU NATIONAL FOREST OFFICE, GRANTS PASS, OREGON, FOR POSSIBLE IDENTIFICATION AND SUGGESTIONS AS TO WHERE AND TO WHOM LIKENESS MIGHT ALSO BE PROFITABLY DISPLAYED. LIKLIHOOD EXISTS SUBJECT HAD EXPERIENCE IN PARACHUTING AS FOREST FIRE FIGHTER, AND FOREGOING ARE BASES FOR THIS ACTIVITY.

DETROIT CONTACT [REDACTED] [REDACTED] "OVER FORTY SOCIETY," AKA "POPS," ALLEGEDLY AN ELITIST GROUP OF PARACHUTISTS FORTY
END PAGE TWO

b6
b7c

PAGE THREE

164-81

AND OVER, FOR INFO AS TO CHAPTERS AND THEIR LOCATIONS, AND WHETHER ORGANIZATIONS HAS PUBLICATION THROUGH WHICH PUBLICITY RE UNSUB MIGHT BE CIRCULATED. "POPS" HEADQUARTERS AT TWENTYTHREE FORTYFIVE PANDY (?), FLINT, MICHIGAN. PHOTOS FOLLOW.

FOR INFO OFFICES RECEIVING, UNSUB HI-JACKED NORTHWEST AIRLINES SEVEN TWENTYSEVEN NOVEMBER TWENTYFOUR LAST AND PARACHUTED FROM THIS FLIGHT WITH TWO HUNDRED THOUSAND DOLLARS EXTORTED FROM NORTHWEST ON THREAT TO BLOW UP THE SHIP, SOMEWHERE BETWEEN SEATTLE AND RENO, NEVADA. CIRCUMSTANCES INDICATE UNSUB EXPERIENCED AND WELL VERSED IN ALL PHASES OF PARACHUTING, POSSIBLY AS SKY-DIVER OR FIRE FIGHTER. DESCRIBED AS WHITE, MALE, MID FORTIES, FIVE TEN TO SIX FEET, ONE SEVENTY TO ONE EIGHTY, OLIVE COMPLEXION, LATIN APPEARANCE, DARK BROWN OR BLACK HAIR, NORMAL STYLE, PARTED ON LEFT AND COMBED STRAIGHT BACK, SMOKED RALEIGH CIGARETTES.

END

CORR: SHD BE 3P INSTEAD OF 5P

END

JAA FBI LOS ANGELES CLR

SPECIAL

NR004 LV PLAIN

254 PM URGENT 11-29-71 JEG

TO DIRECTOR (164-2111) SEATTLE (164-81) - PORTLAND

LOS ANGELES - SALT LAKE CITY (164-24)

FROM LAS VEGAS (164-60)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, NOVEMBER TWENTYFOUR LAST, PORTLAND, OREGON. CAA - HIJACKING; EXTORTION.

FOR INFORMATION LOS ANGELES, CAPTIONED FLIGHT HIJACKED BY UNSUB NOVEMBER TWENTYFOUR, SEVENTYONE, AFTER BOARDING FLIGHT FROM PORTLAND TO SEATTLE. ALLOWED PASSENGERS TO DEPLANE AT SEATTLE AND AFTER RECEIVING TWO HUNDRED THOUSAND DOLLARS TOOK OFF IN PLANE WITH CREW CONSISTING OF THREE MALES AND ONE HOSTESS. FURNISHED SPECIFIC INSTRUCTIONS AS TO AIR SPEED, DIRECTION, AND AFTER CONVERSATIONS WITH HOSTESS INSTRUCTED PLANE TO LAND AT RENO FOR A NECESSARY REFUELING STOP. INDICATED TO HOSTESS THAT HE WOULD GO TO MEXICO CITY.

FOLLOWING RECEIPT OF MONEY AND WHILE IN AIR UNSUB APPARENTLY OPENED REAR DOOR OF CAPTIONED PLANE AND DEPRESSED STAIRS. HAD
END PAGE ONE

leads
discontinued psc
SE TEL 11/30/71
ELIMINATED AS SUSPECT
CRS 11/30/71

164-497-12

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SERIALIZED	FILED
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SELES	
1 CRP	

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b7c

DB Cooper-22210

PAGE TWO

PREVIOUSLY INSTRUCTED PILOT TO FLY WITH HIS LANDING GEAR AND FLAPS DOWN. UNSUB APPARENTLY PARACHUTED FROM PLANE AT AN UNKNOWN TIME FOLLOWING TAKEOFF FROM SEATTLE. CREW OF PLANE STATES THEY TALKED TO HIJACKER VIA THE INTERCOM AT EIGHT ZERO FIVE PM BUT HAD NO FURTHER CONTACT WITH HIM. PLANE LANDED AT RENO, NEVADA, ELEVEN ZERO ONE PM, PST, NOVEMBER TWENTYFOUR, WITH ONLY CREW ABOARD.

[REDACTED] AKA, FORMER TOP TEN, IO NUMBER [REDACTED]

b6
b7c

[REDACTED] HAS BEEN SUGGESTED AS SUSPECT IN THIS MATTER IN VIEW

OF [REDACTED]

[REDACTED] SALT LAKE CITY DIVISION CONTACTED [REDACTED]

SALT LAKE CITY, WHO HAS STATED THAT [REDACTED]

b6
b7c

[REDACTED] SALT LAKE CITY AREA ABOUT TWO OR THREE WEEKS AGO [REDACTED] EXACT DESTINATION NOT KNOWN BUT POSSIBLY

[REDACTED] STATED HE BELIEVED [REDACTED]

[REDACTED] SALT LAKE CITY IN NEAR FUTURE BUT EXACT DATE UNKNOWN.

LYON COUNTY, NEVADA, SHERIFF'S OFFICE ADVISED THIS DATE THEY HAVE INFORMATION THAT [REDACTED]

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b7c

END PAGE TWO

PAGE THREE

[REDACTED] CALIFORNIA, ABOUT TWO WEEKS AGO.

b6
b7c

INFORMATION AVAILABLE INDICATES HE WAS HEADING FOR LOS ANGELES AND THAT THE BARSTOW SHERIFF'S OFFICE WAS AWARE OF THIS. IT WAS THOUGHT POSSIBLY THE BARSTOW SHERIFF'S OFFICE HAD SOME SORT OF COVERAGE ON [REDACTED]

LOS ANGELES AT BARSTOW CONTACT SHERIFF'S OFFICE FOR ANY DETAILS CONCERNING [REDACTED] AND ATTEMPT TO LOCATE HIM IF LOCATED, ASCERTAIN WHEREABOUTS ON NOVEMBER TWENTYFOUR, SEVENTYONE.
END

b6
b7c

CXF

FBI LOS ANGELES CLR TU

(Mount Clipping in Space Below)

Computer Guesses Site of Skyjacker's Landing

WOODLAND, Wash. (UPI) — With planes grounded by rain and snow, teams of FBI agents searched a patch of wooded foothills Sunday where a computer calculated a middle-aged hijacker parachuted from an airliner with \$200,000 in ransom money.

They also checked out a motorist's report that he spotted something that looked like a parachute hanging from a tree in rugged mountain country about 60 miles north of here.

The motorist, John Miller of Seattle, told police he spotted something white on a hillside between Tenino and Bucoda but was too far away to determine if it was a chute with his binoculars. FBI agents said it would take a few hours to check the report.

Tom Manning, FBI agent in charge of the search, has insisted that the skyjacker parachuted Wednesday night from a Northwest Orient Airlines 727 into a three-by-five-mile strip of timbered Cascade Mountain foothills about 35 miles north of Portland, Ore. He said the jumper, who was wearing street shoes, could have suffered a broken leg.

Using a "bomb," the hijacker forced the plane from Portland to land at Seattle, where he was given the ransom in \$20 bills in a white canvas bag and four sporting parachutes. He ordered the plane to fly to Mexico but was not aboard when it landed at Reno for refueling.

Search Computerized

"We've taken radar reports, it's all been computerized and we feel he's in this area," Manning said from his Woodland headquarters. The estimate was based on the plane's in-flight recorder, which showed when the hijacker lowered the 727's rear steps and a "slight change in attitude" three minutes later, indicating he had jumped.

The FBI issued a composite drawing of the hijacker Saturday, describing him as a "soft speaker, polite, with a conventional business-style hairdo."

The skyjacker, who boarded the plane under the name D. B. Cooper, was described as a "white with an olive complexion," 6-foot-1, 170-175 pounds, in his mid-40s, with black hair and brown eyes. He wore brown-tinted glasses in black plastic frames, a dark suit or sport coat and slacks, white shirt, with narrow black tie, black trenchcoat and black Oxford shoes.

(Indicate page, name of newspaper, city and state.)

I-6 Los Angeles Times
Los Angeles, Calif.

Date: 11/29/71
Edition: Monday Final
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office: Los Angeles
☐ Being Investigated

164-497-13

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13 NOV 30 1971	
FBI - LOS ANGELES	

ORA

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b7c

DB Cooper-22213

(Mount Clipping in Space Below)



WANTED — Artist's drawing depicts man hunted as hijacker who commandeered jetliner and escaped with \$200,000 ransom by parachuting from plane en route to Reno, Nev.

Story in Part I, Page 4 (A Wirephoto)

(Indicate page, name of newspaper, city and state.)

I-2 Los Angeles Times
Los Angeles, Calif.

Date: 11/29/71
Edition: Monday Final
Author:
Editor:
Title:

Character:

or

Classification:

Submitting Office: Los Angeles

☐ Being Investigated

164-497-14

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
13 NOV 29 1971	
FBI - LOS ANGELES	
[Redacted Box] ORA	

b6
b7c

11000 Wilshire Boulevard
Los Angeles, California 90024

November 30, 1971

[redacted]
[redacted]
Fountain Valley, California [redacted]

Dear Mr. [redacted]

Enclosed for your information is a composite drawing and available descriptive data of the unknown individual who hijacked the Northwest Orient Airlines, Flight 305, from Portland to Seattle on November 24, 1971.

Thank you for your interest and offer of assistance.

Very truly yours,

[Signature]

[redacted]
Special Agent in Charge

Enclosures - 2

- 1 - Addressee
- 1 - Los Angeles (164-497)

crs/mlh
(2)

SEARCHED
INDEXED
SERIALIZED
FILED

CRS

164-497-15

DB Cooper-22215

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b6
b7C

b6
b7C

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-

DATE: 11/28/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB; Northwest Airlines Flight 305
Portland to Seattle, 11/24/71
CAA - Hijacking and Extortion

[REDACTED] Fountain Valley, California telephone number [REDACTED] telephonically contacted the Los Angeles office at 10:30 A.M. on 11/28/71 and advised that he has not as yet seen the composite drawing of Unsub; but would like to see one since he has previously been employed as a [REDACTED] and has [REDACTED] [REDACTED] stated that there is a possibility [REDACTED] the Unsub sometime in the past and would be able to identify the Unsub. [REDACTED] stated that would be pleased to offer any assistance he can in this matter.

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b7C

b6
b7C



5010-108

164-497-17

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LOS ANGELES	

[REDACTED] 1 OKS

Mail Return

b6
b7C

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22216

(Mount Clipping in Space Below)

House-to-House Hunt Seeks Hijacker Clues

WOODLAND, Wash. (UPI) — Deputies went from house to house in this western Washington area Friday trying to turn up a lead to the hijacker who commandeered an airliner and escaped by parachute with 10,000 \$20 bills stuffed in a white cloth bag.

Other searchers slogged through fog and rain in the muddy foothills of the Cascade Mountains.

But there was no trace of the swarthy middle-aged man dressed in black who hijacked the Northwest Airlines 727 jet Wednesday by brandishing a "bomb," collected \$200,000 ransom and parachuted into the night somewhere between Seattle and Reno.

Law enforcement officers conducting the house-to-house investigation said they were not checking every residence, but picking them at random and asking residents if they heard anything unusual.

"It is a terrible routine and seems endless," said Dep. Len Holsman.

Bundle of Currency

Meanwhile, crew members of the hijacked jetliner disclosed that the ransom the hijacker secured at Seattle-Tacoma Airport Wednesday night was delivered in a white cloth bag, like a laundry bag, without a drawstring or fastener.

They said they did not know how he managed to parachute without losing the bulky bundle.

In Seattle, the Air Force said that as many as eight military planes were tailing the hijacked jet at various times on its flight to Reno, but that none of the pilots saw the hijacker parachute in the darkness.

The ground-and-air search started near Woodland Friday but FBI officials said the site was selected on "pure conjecture" because it was over that area that four crew members who remained on the jet had communicated for the last time with the hijacker.

They spent the rest of the trip to Reno locked in the forward cabin.

At Northwest's Minneapolis headquarters, the airline broke its two-day silence on the incident at a news conference in which pilot William Scott disclosed that the crew was as surprised as anyone when the plane landed at Reno and the hijacker was gone.

"I stepped into the cabin and asked if there were any more instructions, but there was no answer," Scott said. "I looked around the curtain and determined he was not there."

Stewardess Tina Mucklow, 22, of Richfield, Minn., said she sat with the hijacker for some time on his orders but was ordered forward with the rest of the crew on the way to Reno, after the ran-

som was paid in Seattle.

The "bomb," a device with red cylinders and wires, along with the hijacker was missing when the plane landed at Reno. So were two parachutes of the four the hijacker demanded—and was given—at Seattle.

One parachute would not have worked, it was disclosed Friday, Linn Emrick, a sport parachutist who supplied it, said he inadvertently picked a "ground training" chute when airport officials asked him for one to supplement two chutes furnished by the Air Force.

The other supplementary chute was supplied by Renton Aviation. Its manufacturer said it would "work fine."

Those were the two the hijacker apparently took, but officials said they doubted he actually used the nonfunctioning chute, because it was a chest-pack and an experienced jumper would rely on Renton's backpack chute first. There was even some question as to whether the Renton chute harness would accommodate a second chest-pack device.

(Indicate page, name of newspaper, city and state.)

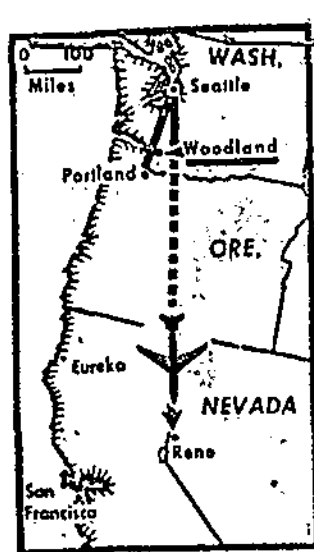
I-1/Los Angeles Times
Los Angeles, Calif.

Date: 11/27/71
Edition: Saturday Final
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office: Los Angeles
☐ Being Investigated

164-497-18
SEARCHED INDEXED
SERIALIZED FILED
13 NOV 29 1971
FBI - LOS ANGELES

b6
b7c



MANHUNT — Wood-
land, where search for
hijacker is centered.
(A Wirephoto map)

NR 007 PD PLAIN

7:57 PM URGENT 11-30-71 AJW

TO: LOS ANGELES

SEATTLE (164-81)

FROM: PORTLAND (164-41) (P) 3P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA - HIJACKING; EXTORTION.

CAPTIONED FLIGHT WITH BOEING SEVEN TWO SEVEN AIRCRAFT WAS HIJACKED BY INDIVIDUAL DESCRIBED AS: SIX FOOT ONE; ONE SEVENTY TO ONE SEVENTYFIVE POUNDS; MID-FORTIES; OLIVE COMPLXION; BROWN EYES; BLACK HAIR, CONVENTIONAL STYLE, PARTZD ON LEFT SIDE; SLIM BUILD; BLACK SUIT, TIE AND TOP COWT. TWO HUNDRED THOUSAND DOLLARS PAID TO HIJACKER AT SEATTLE AND ON FLIGHT FROM SEATTLE TO RENO, HE PARACHUTED FROM AIRCRAFT, POSSIBLY ABOUT EIGHT P.M., NOVEMBER TWENTYFOUR, SEVENTYONE, IN BAD WEATHER. NO TRACE OF HIJACKER HAS BEEN FOUND TO DATE.

PORTLAND OFFICE RECEIVED CALL NOVEMBER TWENTYNINE, SEVENTYONE, FROM [REDACTED] WHO SAID [REDACTED] BEARS A STRIKING RESEMBLANCE TO ARTIST'S CONCEPTION OF HIJACKER AND HAS,
END OF PAGE ONE

b6
b7C
b7D

Left for Riverside for Palm Springs

Del. furnished at [REDACTED] handling at [REDACTED] 4 SO's

164-497-19

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 30 1971	
FBI - LOS ANGELES	

[REDACTED]

b6
b7C

DB Cooper-22219

PD 164-41

PAGE TWO

IN THE PAST, [REDACTED]

ON NOVEMBER THIRTY, SEVENTYONE, [REDACTED] ADVISED

b6
b7C
b7D

[REDACTED] NOVEMBER TWENTYTHREE,
SEVENTYONE. [REDACTED]

[REDACTED] A SIXTYFIVE CHEVROLET
PICKUP, OREGON LICENSE [REDACTED]

b6
b7C

IS DESCRIBED AS DOB [REDACTED] SIX FOOT ONE, ONE SIXTY
POUNDS; SHORT, DARK, RECEEDING HAIR WITH NO SIDEBURNS AND
PARTED ON LEFT SIDE; MEDIUM COMPLXION; WEARS PRESCRIPTION SUN-
GLASSES; NEAT DRESSER AND, [REDACTED]

b6
b7C

[REDACTED] STATED A DOCTOR AT [REDACTED]

[REDACTED] CALIFORNIA, CONTACTED HIM TELEPHONICALLY NOVEMBER
TWENTYEIGHT, SEVENTYONE, AND STATED [REDACTED]

[REDACTED] HAD BEEN PICKED UP BY FEDERAL AGENTS FOR ATTEMPTING TO ENTER
END OF PAGE TWO

FD 164-41

PAGE THREE

A ROPED OFF AREA AT A HOSPITAL THAT WAS BEING DEDICATED BY MAMIE
EISENHOWER ON NOVEMBER [REDACTED] SEVENTYONE. [REDACTED]

b6
b7C

LOS ANGELES AT [REDACTED] CALIFORNIA:

b6
b7C

CONTACT [REDACTED] HOSPITAL AND OBTAIN ANY INFORMATION ON [REDACTED]

[REDACTED] AS TO HIS WHEREABOUTS DURING THE EVENING OF NOVEMBER
TWENTYFOUR, SEVENTYONE.

ATTEMPT TO PHOTOGRAPH [REDACTED] AND SEND SAME TO
SEATTLE AND PORTLAND.

b6
b7C

WILL DETERMINE IF SUBJECT WAS IN POSSESSION OF ABOVE-MENTIONED
PICKUP.

END

FBI A LA JCD

CLR

NR 007 SU PLAIN
SINT 11/30/71 1:33 AM
PM NITEL 11/29/71 ACJ
TO DIRECTOR, FBI (164-2111)
SAC, SEATTLE (164-81)
SAC, PORTLAND
SAC, LOS ANGELES
SAC, LAS VEGAS (164-60)

FROM SAC, SALT LAKE CITY (164-24)

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT THREE ZERO
FIVE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE; CAA - HIJACKING;
EXTORTION. OO:SEATTLE.

RE SEATTLE NITEL TO SU NOVEMBER TWENTYSEVEN, LAST AND
LAS VEGAS TEL TO BUREAU, SEATTLE, PD, LA, AND SU, NOVEMBER
TWENTYNINE, INSTANT.

RE:SUSPECT [REDACTED]

b6
b7C

DISCONTINUE REGARDING [REDACTED] AS HIS PHOTOGRAPH SHOWN
TO STEWARDESSES, AND NOT IDENTICAL WITH UNSUB.

END.

BCD FBI LOS ANGELES CLR

164-497-20

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 30 1971	
FBI - LOS ANGELES	
[REDACTED]	CRJ

b6
b7C

DB Cooper-22222

F B I

Date: November 29, 1971

Transmit the following in _____
(Type in plaintext or code)Via Airtel _____
(Priority)

To: All Offices Except
Seattle, Portland, Las Vegas

From: Director, FBI (164-2111)

UNSUB; NORTHEAST AIRLINES
FLIGHT 305, 11/24/71
CAA - HIJACKING
OO: SEATTLE

Northwest Airlines
*164-447**

Enclosed for each receiving office are two copies of an artist's conception of captioned unsub.

Shortly after 3:00 p.m. Pacific Standard Time (PST) 11/24/71, a lone white male traveling from Portland, Oregon, to Seattle, Washington, on captioned flight displayed the contents of his brief case to a stewardess indicating to her it was a bomb which would be exploded unless his demands were met. The hijacker indicated his willingness to exchange the safety of the 36 passengers and crew for \$200,000 in cash and four parachutes. He instructed that the plane circle the Seattle airport until his demands were met at which time the plane landed. Once the money and parachutes were loaded and the plane was being refueled, the hijacker allowed the passengers and two airline stewardesses to deplane leaving a flight crew of three males and one female and the hijacker aboard. The hijacker indicated a desire to fly to Mexico City and instructed the plane to take off flying at a low altitude and slow speed, maintaining a southerly direction. Upon demand the hijacker was instructed on lowering the rear passenger door while the aircraft was in flight. He was last seen in the aircraft by crew members at 8:05 p.m. PST, when he instructed

Enclosures (2)

164-4497

SEARCHED <i>12</i>	INDEXED <i>12</i>
SERIALIZED <i>12</i>	FILED <i>12</i>
NOV 30 1971	
FBI - LOS ANGELES	

sup 1A2

CP5

Sent Via _____ M Per _____

DB Cooper-22223

b6
b7c

Airtel to All Offices Except
Seattle, Portland, Las Vegas
RE: UNSUB; NORTHWEST AIRLINES
FLIGHT 305

the hostage stewardess to go forward to the first class section and close the curtains behind her. Stewardess complied, going through first class section into pilot's cockpit and locking door behind her. Prior to departing from passenger cabin, hijacker told stewardess the money bag was not in accordance with instructions and to cut up one of the parachutes to rewrap the money, which was done. When the aircraft landed at Reno, Nevada, for refueling, the hijacker, two parachutes, the ransom money, and the vinyl brief case had disappeared.

Investigation determined that the hijacker had purchased his ticket at the Portland Airport shortly before the plane's departure. Upon arrival at Seattle, all passengers were accounted for except a white male using the name Dan Cooper. There were no sky marshals aboard this flight and at no time did subject show any firearms.

From information available, the subject is described as white male, mid 40's, 5'10" to 6', 170 to 180 pounds, average to well built, olive or swarthy complexion, medium smooth, dark brown or black hair parted on left side, combed back, sideburns to low ear level, dark eyes, probably black or brown. Subject wore a dark suit, white shirt, with narrow black tie. He wore dark glasses with plastic rims (possibly prescription lenses) most of the time. He had dark overcoat and was described as cool and calculating. His voice was low. He spoke intelligently and was a heavy smoker of Raleigh filter tip cigarettes.

All leads should be handled immediately and set out telephonically and confirmed by teletype. The Bureau must be kept advised of all pertinent developments as they occur. A list of the loot is being prepared and will be disseminated. Consider subject dangerous.

(Mount Clipping in Space Below)

Hijacker Search Wet, Frustrating

WOODLAND, WASH. (UPI) — If "D.B. Cooper," the sky-diving hijacker is alive and well in the woods near here, it's a safe bet to say he's holding 10,000 soggy \$20 bills.

Rain came to this area Sunday in buckets. During the day the storm clouds broke for a moment and Woodland's police chief-pilot, Joe May, was able to make one flight up the Lewis River gorge to check out another in a series of false leads, a "parachute" in a tree turned out to be a tin roof on a hillside.

The FBI agent in charge of field work here, Tom Manning, took his radio off the hook and spent Sunday dodging reporters and doing old fashioned

work—checking leads, stopping at airports and interviewing resident after resident in the area of the search, which enters its fifth day today.

A Northwest Airlines 727 jetliner was hijacked between Portland, Ore. and Seattle Wednesday night. Saying he had a bomb, a soft-spoken, middle-aged hijacker forced the plane to land in Seattle where he left off all the passengers, collected \$200,000 ransom and four parachutes and said he wanted to go to Mexico.

(Indicate page, name of newspaper, city and state.)

C-8 Herald-Examiner
Los Angeles, Calif.

Date: 11/29/71
Edition: 8 Star
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office: Los Angeles
☐ Being Investigated

164-497-24

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 30 1971	
FBI — LOS ANGELES	

b6
b7C
oper-22237

UNITED STATES GOVERNMENT

Memorandum

TO SAC, LOS ANGELES (164-) (P)

DATE: 11/30/71

FROM SA [redacted]

b6
b7C

SUBJECT: UNSUB,

Hijacking of Northwest Airlines

On 11/24/71

CAA

OO: Seattle

On 11/29/71, at 5:25 p.m., [redacted]
[redacted] Huntington Park, California, telephone
number [redacted] telephonically called this office and
provided the following information:

b6
b7C

About three months ago, [redacted] purchased a boat from
a man named [redacted] is identical to the
artist's conception of the parachute hijacker that appeared
in the Los Angeles Times this morning, including the dark
glasses. When dealing with [redacted] they discussed flying
and parachute jumping and at no time did [redacted]
without the dark glasses. At the time he actually purchased
the boat, [redacted] was accompanied by a man named [redacted]
whom [redacted] believed to be a partner with [redacted] learned
of the boat through a personal ad, placed in the newspaper.
On the papers [redacted] received when he made the final purchase
were the names [redacted]
Torrance, California, and [redacted] same address.

b6
b7C

b6
b7C

[redacted] described [redacted] as follows:

b6
b7C

Name
Business Address

[redacted]
Xerox Data Systems
701 South Aviation Boulevard
El Segundo, California

Home phone
Sex
Race
Age
Height
Weight

[redacted]
Male
White
Late 30's to early 40's
5'7" to 5'8"
168

b6
b7C

BRA/ldd
(2)



5010-108

Immediate Supervisor of
by [redacted] 4:20 PM 11/30/71
U.S. Savings Bonds Regularly on the Payroll Savings Plan

164-497-25

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 1 1971	
FBI - LOS ANGELES	

b6
b7C

DB Cooper-22238

LA 164-

Hair
Build
Complexion
Vehicle

Medium Brown
Medium to light
Light



Characteristics

Always wears glasses

b6
b7c

Special

TO: CHIEF CLERK

Subject

Date

Social Security Account #

Aliases

Address

Birth Date

Birthplace

Race

Sex

☐ Male

☐ Female

☐ Exact Spelling

☐ All References

☐ Main Subversive Case Files Only

☐ Subversive References Only

☐ Main Criminal Case Files Only

☐ Criminal References Only

☐ Main Subversive (If no Main, list all Subversive References)

☐ Main Criminal (If no Main, list all Criminal References)

☐ Restrict to Locality of _____

File & Serial Number

Remarks

File & Serial Number

Remarks

Requested by

Squad

Extension

File No.

Searched by

(date)

Consolidated by

(date)

Reviewed by

(date)

File Review Symbols

I - Identical

? - Not identifiable

NI - Not identical

U - Unavailable reference

☆ GPO: 1971-O-423-290

DB Cooper-22240

Subject

Social Security Account #

Address

Birthplace

Race	
------	--

Sex	
-----	--

☐ Male
☐ Female

All References

☐ Criminal References Only

☐ Main Subversive (If no Main, list all Subversive References)

☐ Main Criminal (If no Main, list all Criminal References)

Remarks

File & Serial Number

Remarks

Squad	Player	Age	Position	Height	Weight	Number	Goals	Assists	Cards	Minutes
1	John Smith	28	Striker	175cm	70kg	9	12	5	2	1800
2	Mike Jones	25	Defender	180cm	75kg	6	0	10	5	1600
3	Peter Brown	30	Goalkeeper	185cm	80kg	1	0	0	0	1500
4	Liam White	22	Midfielder	170cm	65kg	8	3	7	3	1700
5	David Black	27	Defender	178cm	72kg	4	1	8	4	1400
6	James Green	24	Striker	172cm	68kg	7	8	6	1	1650
7	Rachel Adams	26	Midfielder	165cm	60kg	3	2	4	1	1200
8	Oliver Evans	29	Defender	182cm	78kg	5	0	9	6	1550
9	Amy Taylor	23	Goalkeeper	180cm	70kg	2	0	0	0	1100
10	Ben Wilson	21	Striker	170cm	65kg	10	10	3	0	1900
11	Hannah King	25	Midfielder	168cm	62kg	4	1	5	2	1300
12	George Hall	27	Defender	175cm	70kg	3	0	7	3	1250
13	Fiona Young	24	Goalkeeper	178cm	68kg	1	0	0	0	1050
14	Harry Lee	22	Striker	172cm	67kg	6	5	4	1	1500
15	Sarah Clark	26	Midfielder	166cm	61kg	5	2	6	2	1400
16	Tom Walker	28	Defender	179cm	73kg	4	0	8	4	1350
17	Ella Scott	23	Goalkeeper	175cm	65kg	2	0	0	0	1000
18	Nathan Price	25	Striker	173cm	69kg	7	6	5	1	1600
19	Grace Hill	24	Midfielder	167cm	63kg	3	1	4	2	1250
20	Leo Carter	27	Defender	177cm	71kg	3	0	6	3	1200
21	Chloe Baker	22	Goalkeeper	176cm	66kg	2	0	0	0	1050
22	Ian Mitchell	29	Striker	174cm	70kg	8	7	6	2	1750
23	Siobhan Roberts	25	Midfielder	169cm	64kg	4	2	5	2	1350
24	Samuel Turner	26	Defender	176cm	72kg	4	0	7	4	1300
25	Victoria Phillips	23	Goalkeeper	177cm	67kg	2	0	0	0	1050
26	Adam King	28	Striker	171cm	68kg	6	4	5	1	1550
27	Emily Wright	24	Midfielder	168cm	62kg	3	1	4	2	1250
28	Joshua Gray	27	Defender	178cm	73kg	3	0	6	3	1200
29	Lucy Evans	22	Goalkeeper	174cm	64kg	2	0	0	0	1000
30	Maxwell Reed	25	Striker	172cm	67kg	7	5	4	1	1600
31	Isabella Cook	24	Midfielder	167cm	63kg	3	1	4	2	1250
32	Christopher Bell	26	Defender	176cm	72kg	3	0	6	3	1200
33	Madeline Ward	23	Goalkeeper	175cm	65kg	2	0	0	0	1050
34	Jonathan King	28	Striker	173cm	69kg	6	4	5	1	1550
35	Abigail Ross	24	Midfielder	168cm	62kg	3	1	4	2	1250
36	Robert King	27	Defender	177cm	73kg	3	0	6	3	1200
37	Karen King	22	Goalkeeper	174cm	64kg	2	0	0	0	1000
38	Michael King	25	Striker	172cm	67kg	7	5	4	1	1600
39	Elizabeth King	24	Midfielder	167cm	63kg	3	1	4	2	1250
40	William King	26	Defender	176cm	72kg	3	0	6	3	1200
41	Charlotte King	23	Goalkeeper	175cm	65kg	2	0	0	0	1050
42	Thomas King	28	Striker	173cm						

Extension

File No.

Searched by

(date)

Consolidated by

(date)

Reviewed by

(date)

File Review Symbols

I - Identical
NI - Not identical

? - Not identifiable
U - Unavailable reference

☆ GPO: 1971-O-423-290

DB Cooper-22242

SPECIAL

Sub All Ad	[Redacted]	Date	
		Social Security Account #	
		[Redacted]	
		Birth Date	Birthplace

b6
b7C
b7D

☐ Exact Spelling ☐ Main Criminal Case Files Only ☐ Restrict to Locality of _____
☐ All References ☐ Criminal References Only
☐ Main Subversive Case Files Only ☐ Main Subversive (If no Main, list all Subversive References).
☐ Subversive References Only ☐ Main Criminal (If no Main, list all Criminal References)

[illegible]

b6
b7C
b7D

b6
b7C
b7D

Requested by	Squad	Extension	File No.
Searched by	12/2/71 (date)		
Consolidated by	(date)		
Reviewed by	(date)		

I - Identical
NI - Not identical

? - Not identifiable
U - Unavailable reference

☆ GPO: 1971-O-423-290

DB Cooper-22246

12/1/71

AIRTEL

AIR MAIL

TO: SAC, SEATTLE
FROM: SAC, LOS ANGELES (164-497) (P)
RE: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Re Cincinnati teletype to the Bureau, copies to
Los Angeles and Seattle, dated 12/1/71.

RE: [REDACTED]

Enclosed for Seattle is one photograph of [REDACTED]
[REDACTED] obtained from the files of the Orange County Sheriff's
Office, Santa Ana, California, on 11/30/71. [REDACTED] described
as a white male American, born [REDACTED]
5'10", 165 pounds, [REDACTED] hair, [REDACTED] eyes, medium build,
medium complexion.

Results of investigation at Los Angeles regarding
[REDACTED] being submitted via nitel this date.

Facsimile copies of photograph provided to Seattle
12/1/71.

2 - Seattle (Encl. 1) (AM - SPECIAL DELIVERY)
2 - Los Angeles

crs/kah
(4)

164-497-21
[REDACTED]
B Cooper-22

SPECIAL

NR021 LS CODED

720PM URGENT 12/1/71WTB

TO DIRECTOR (164-2111)

LOS ANGELES

SEATTLE

FROM LOUISVILLE (164-71

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, NOVEMBER
TWENTYFOUR, LAST; CAA-HIJACKING; EXTORTION. OO: SEATTLE

ON DECEMBER ONE, INSTANT, [REDACTED] (PROTECTPER REQUEST)

[REDACTED], ADVISED AFTER VIEWING AN ARTIST CONCEPTION OF HIJACK
SUBJECT, SHE BELIEVES SUBJECT BEARS A STRONG RESEMBLANCE TO [REDACTED]

[REDACTED] WHO RESIDES IN SANTA MONICA,
CALIFORNIA. [REDACTED] STATED [REDACTED] IS [REDACTED]

[REDACTED] SHE STATED HE WAS [REDACTED]

[REDACTED] SHE ADVISED HE IS WHITE MALE,
APPROXIMATELY [REDACTED] YEARS OF AGE, FIVE FEET ELEVE INCHES, ONE FIFTY
DASH ONE SIXTYFIVE LBS., SLENDER BUILD, [REDACTED] HAIR, WORK IN
[REDACTED]

[REDACTED] ADVISED SHE HAS NOT SEEN [REDACTED] YEARS,
HAS NO CURRENT ADDRESS FOR HIM OTHER THAN SANTA MONICA, AND DOES
NOT KNOW WHETHER OR NOT [REDACTED]

END PAGE ONE

*Indexing sub.
12/1/71
ASSIGNED TO*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1 1971	
FBI - LOS ANGELES	

[REDACTED] *CRS*

DB Cooper-22248

PAGE TWO

LOS ANGELES AT SANTA MONICA, CONDUCT BACKGROUND INVESTIGATION
RE [REDACTED] AND SEE IF HE MIGHT BE IDENTICAL WITH UNSUB.

b6
b7C

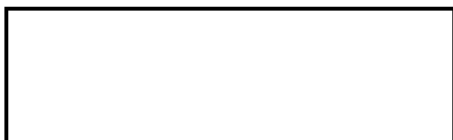
UNSUB ARMED AND DANGEROUS.

END

LLS

FBI LOS ANGELES CLR

DB Cooper-22249



b6
b7C
b7D

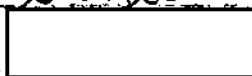
510

215

Blue

Br

Swiss



b6
b7C
b7D

Santa Monica

F B I

Date: 12/1/71

30

Transmit the following in PLAINTEXT
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE (164-81)
 SAC, BUTTE (164-26)
 SAC, PORTLAND (164-41)
 SAC, HONOLULU (164-85)
 SAC NEW YORK
 SAC, SAN FRANCISCO
 SAC, CINCINNATI (164-55)

FROM: SAC, LOS ANGELES (164-497)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO
 SEATTLE, NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;
 BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER
 THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE
 DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE
 DATED DECEMBER ONE INSTANT.

RE: SUSPECT [REDACTED]

ON NOVEMBER THIRTY LAST, [REDACTED]

CALIFORNIA, POLICE DEPARTMENT, ADVISED [REDACTED] UNKNOWN

164-497

CRS/gar

(1)gar

1157 - SE

1104 - BT

1045 - PD

1040 - HN

1134 - NY

1135 - SE

C1-11-14

164-497-29

JTG

JTG

JTG

Approved: [Signature]
Special Agent in Charge

Sent 11:34 - NY M

Per [Signature]

DB Cooper-22257

LA 164-497

PAGE TWO

TO OFFICERS THAT AGENCY AND FILES CONTAIN NO RECORD IDENTIFIABLE WITH [REDACTED]

b6
b7C

ON SAME DATE [REDACTED]

[REDACTED] ADVISED [REDACTED] IS ONLY OPERATION CURRENTLY LOCATED AT AIRPORT. [REDACTED] HAS BEEN

[REDACTED] AIRPORT [REDACTED] YEARS AND KNOWS NO ONE IDENTIFIABLE WITH [REDACTED]

b6
b7C

[REDACTED] YEARS AND [REDACTED]

INTERVIEWED AND CAN NOT RECALL ANYONE IDENTIFIABLE WITH [REDACTED]

[REDACTED] ADVISES LAST OUTFIT ASSOCIATED WITH SPORT JUMPING AT AIRPORT CALLED PARACHUTES, INC. THIS GROUP DISCONTINUED OPERATIONS LOCALLY SIXTY TWO OR SIXTY THREE, AND [REDACTED] BELIEVES GROUP CURRENTLY OPERATING IN ORANGE, MASSACHUSETTS.

b6
b7C

ON THE SAME DATE, RECORDS OF THE ORANGE COUNTY, CALIFORNIA, SHERIFF'S OFFICE, SANTA ANA, CALIFORNIA, REVEALED FILE NUMBER

[REDACTED] DESCRIBED

b6
b7C

AS FOLLOWS:

MALE, WHITE, AMERICAN, BORN [REDACTED] AT [REDACTED] CALIFORNIA, FIVE FEET [REDACTED] INCHES TALL, ONE HUNDRED SIXTY FIVE POUNDS, [REDACTED] HAIR, [REDACTED] EYES, MEDIUM BUILD, MEDIUM

b6
b7C

LA 164-497

PAGE THREE

COMPLEXION, MARITAL STATUS [REDACTED], OCCUPATION [REDACTED]

b6
b7C

[REDACTED] EMPLOYER [REDACTED]

[REDACTED] CALIFORNIA, RESIDENCE [REDACTED] CALIFORNIA

(AS OF [REDACTED])

[REDACTED] CALIFORNIA (AS OF

APRIL [REDACTED], MOTHER [REDACTED]

b6
b7C

[REDACTED] CALIFORNIA, FBI NUMBER [REDACTED]

[REDACTED] CII NUMBER [REDACTED]

SOCIAL SECURITY NUMBER [REDACTED]

[REDACTED] FINGERPRINT CLASSIFICATION [REDACTED]

[REDACTED] PREVIOUS ARRESTS

b6
b7C

[REDACTED]

[REDACTED] CALIFORNIA, POLICE DEPARTMENT NUMBER [REDACTED]

b6
b7C

[REDACTED]

LA 164-497

PAGE FOUR

[REDACTED]

b6
b7C

[REDACTED] MILITARY SERVICE, [REDACTED]

[REDACTED]

ON DECEMBER ONE INSTANT [REDACTED] SUPERIOR COURT,
LOS ANGELES, CALIFORNIA, REVEALED THAT [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] IN SUPERIOR COURT, LONG BEACH,
CALIFORNIA.

ON SAME DATE, [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] CALIFORNIA.

PHOTOGRAPHS OF [REDACTED] OBTAINED, FACSIMILE
FURNISHED SEATTLE DIVISION AND PHOTOGRAPH SENT AIR MAIL
SPECIAL DELIVERY INSTANT DATE.

b6
b7C

LA 164-497

PAGE FIVE

RE: SUSPECT [REDACTED]

ON DECEMBER ONE INSTANT, [REDACTED] BORN
[REDACTED] IDAHO, LOCATED AND INTER-
VIEWED AT RESIDENCE IN [REDACTED] CALIFORNIA. [REDACTED]
DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE
IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM
NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER
ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE
TRIP.

RE: SUSPECT [REDACTED]

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA,
REVEALED [REDACTED] BORN [REDACTED] WAS
ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT
[REDACTED] P.M., WHEN OBSERVED [REDACTED]
[REDACTED] CALIFORNIA. [REDACTED] ADVISED
PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED]
RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE
ESTABLISHED.

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY
SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP
BEARING OREGON LICENSE [REDACTED] REMOVED BY
OFFICERS TO [REDACTED] HOSPITAL [REDACTED]

LA 164-497

PAGE SIX

RECORDS OF ABOVE AGENCY SHOWS LOCAL RESIDENCE OF

[REDACTED]
CALIFORNIA. [REDACTED] INTERVIEWED BY SPECIAL AGENT THIS DATE
AT ABOVE ADDRESS AND STATES [REDACTED] ARRIVED

[REDACTED] LAST,
DRIVING GREEN PICK UP TRUCK. [REDACTED]

OREGON, AND STATES CLOSE ACQUAINTANCE OF [REDACTED]

[REDACTED] ADVISED

[REDACTED] NOVEMBER TWENTY THREE LAST AND
DROVE DIRECTLY TO [REDACTED] ARRIVING ABOUT TWO A.M., ON
NOVEMBER TWENTY FIVE LAST. [REDACTED]

RESIDENCE UNTIL MORNING OF NOVEMBER TWENTY FIVE LAST, WHEN

[REDACTED] OBSERVED SIGHTS IN [REDACTED] AREA INCLUDING
[REDACTED]

ABOUT [REDACTED] LAST, [REDACTED] LEFT RESIDENCE
ALONE TO [REDACTED] AND WAS UNAWARE OF [REDACTED]
ACTIVITIES [REDACTED] HE STATES CONVERSATION WITH [REDACTED]
REVEALED NO STATEMENTS OR ANYTHING UNUSUAL ABOUT [REDACTED]

[REDACTED] ADVISED HE WAS AWARE [REDACTED]

INSTANT DATE [REDACTED] SECRET SERVICE AGENT, LOS
ANGELES, ADVISED HE SEARCHED VEHICLE DESCRIBED AS CHEVROLET
PICK UP BEARING OREGON LICENSE [REDACTED] FOLLOWING

LA 164-497

PAGE SEVEN

ARREST OF [] BY [] SHERIFF'S OFFICE ON NOVEMBER
TWENTY FIVE LAST. STATED ONLY ITEMS FOUND IN SEARCH WERE
SEVERAL SMALL HAND TOOLS. SECRET SERVICE INTEREST IN []
DUE TO SECURITY OF PRESIDENT NIXON UPON ARRIVAL AT []
[] ON NOVEMBER TWENTY FIVE LAST.

b6 Per USSS
b7C

[] WHEREABOUTS ESTABLISHED IN [] WITHIN
FEW HOURS AFTER HIJACKING AND HE WAS DRIVING SAME VEHICLE
WHICH DEPARTED [] ON NOVEMBER TWENTY THREE LAST. NO
FURTHER INVESTIGATION BEING CONDUCTED.

b6
b7C

RE: PARACHUTE CLUBS, LOS ANGELES, CALIFORNIA

ON NOVEMBER THIRTY LAST, []

b6
b7C

[]
[] CALIFORNIA, FOR THE PURPOSE OF []
[] SKY DIVER MAGAZINE, ADVISED []
RESIDES [] CALIFORNIA,

[]
RESIDENCE NEGATIVE THIS DATE.

INSTANT DATE, [] TELEPHONICALLY CONTACTED LOS ANGELES
OFFICE AND INTERVIEW ARRANGED FOR PURPOSE OF OBTAINING ALL
INFORMATION AVAILABLE RE PARACHUTE CLUBS, OBTAINED []
[] INFORMATION
RE LOCATION AND MEMBERSHIP OF [] AND FURNISH

b6
b7C

LA 164-497

PAGE EIGHT

ARTISTS SKETCH AND DESCRIPTIVE DATA ON UNKNOWN SUBJECT THIS
MATTER IN EFFORT TO DEVELOP SUSPECTS.

[REDACTED] IN UNITED STATES,
CONSIDERED AUTHORITY IN HIS FIELD AND HAS INDICATED WILLINGNESS
TO COOPERATE IN ANY WAY POSSIBLE.

b6
b7C

PORTLAND AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]
BUTTE AND SEATTLE DISCONTINUE REGARDING [REDACTED]

b6
b7C

[REDACTED]
LOS ANGELES, INTENSIVE INVESTIGATION BEING CONDUCTED TO
LOCATE [REDACTED]
[REDACTED] AT LONG BEACH FOR INTERVIEW.

b6
b7C

LOS ANGELES WILL FOLLOW, SET OUT APPROPRIATE LEADS AND
CONDUCT INVESTIGATION BASED ON RESULTS OF EXTENSIVE INTERVIEW
OF [REDACTED] AND EXAMINATION OF AVAILABLE PHOTOGRAPHS
AND MEMBERSHIP RECORDS IN HIS POSSESSION.

b6
b7C

NR 030 LA PLAIN

1104 PM NITEL 12-1-71 RWM

TO SEATTLE (164-81)

BUTTE (164-26)

PORTLAND (164-41)

HONOLULU (164-85) VIA WASHINGTON

NEW YORK

SAN FRANCISCO

CINCINNATI (164-55)

FROM LOS ANGELES (164-497) 3P.

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE,
NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;
BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER
THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE
DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE
DATED DECEMBER ONE INSTANT.

RE: SUSPECT [REDACTED]

ON NOVEMBER THIRTY LAST, [REDACTED]

CALIFORNIA, POLICE DEPARTMENT, ADVISED [REDACTED] UNKNOWN

END PAGE ONE

b6
b7C

160-200-70
SERIALIZED
FILED

b6
b7C

Cooper 422265

LA 164-497

PAGE TWO

TO OFFICERS THAT AGENCY AND FILES CONTAIN NO RECORD IDENTIFIABLE WITH [REDACTED]

ON SAME DATE [REDACTED]

[REDACTED] ADVISED [REDACTED] IS ONLY OPERATION CURRENTLY LOCATED AT AIRPORT. [REDACTED] HAS BEEN

[REDACTED] AIRPORT [REDACTED] YEARS AND KNOWS NO ONE IDENTIFIABLE WITH [REDACTED]

[REDACTED] YEARS AND [REDACTED]

INTERVIEWED AND CAN NOT RECALL ANYONE IDENTIFIABLE WITH [REDACTED]

[REDACTED] ADVISES LAST OUTFIT ASSOCIATED WITH SPORT JUMPING AT AIRPORT CALLED PARACHUTES, INC. THIS GROUP DISCONTINUED OPERATIONS LOCALLY SIXTY TWO OR SIXTY THREE, AND [REDACTED] BELIEVES GROUP CURRENTLY OPERATING IN ORANGE, MASSACHUSETTS.

ON THE SAME DATE, RECORDS OF THE ORANGE COUNTY, CALIFORNIA, SHERIFF'S OFFICE, SANTA ANA, CALIFORNIA, REVEALED FILE NUMBER

[REDACTED] DESCRIBED

AS FOLLOWS:

MALE, WHITE, AMERICAN, BORN [REDACTED]

AT [REDACTED]

[REDACTED], CALIFORNIA, FIVE FEET [REDACTED] INCHES TALL, ONE HUNDRED SIXTY FIVE POUNDS, [REDACTED] HAIR, [REDACTED] EYES, MEDIUM BUILD, MEDIUM

END PAGE TWO

b6
b7C

b6
b7C

b6
b7C

b6
b7C

b6
b7C

LA 164-497

PAGE THREE

COMPLEXION, MARITAL STATUS [REDACTED] OCCUPATION [REDACTED]

b6
b7C

[REDACTED] EMPLOYER [REDACTED]

[REDACTED] CALIFORNIA, RESIDENCE [REDACTED] CALIFORNIA

(AS OF [REDACTED])

[REDACTED] CALIFORNIA (AS OF

APRIL [REDACTED] MOTHER [REDACTED]

b6
b7C

[REDACTED] CALIFORNIA, FBI NUMBER [REDACTED]

[REDACTED] CII NUMBER [REDACTED]

SOCIAL SECURITY NUMBER [REDACTED]

[REDACTED] FINGERPRINT CLASSIFICATION [REDACTED]

[REDACTED] PREVIOUS ARRESTS

b6
b7C

[REDACTED]

[REDACTED] CALIFORNIA, POLICE DEPARTMENT NUMBER [REDACTED]

[REDACTED]

b6
b7C

END PAGE THREE

DB Cooper-22267

LA 164-497

PAGE FOUR

[REDACTED]

b6
b7C

[REDACTED] MILITARY SERVICE, [REDACTED]

[REDACTED]

b6
b7C

ON DECEMBER ONE INSTANT [REDACTED] SUPERIOR COURT,
LOS ANGELES, CALIFORNIA, REVEALED THAT [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] IN SUPERIOR COURT, LONG BEACH,
CALIFORNIA.

ON SAME DATE, [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] CALIFORNIA.

PHOTOGRAPHS OF [REDACTED] OBTAINED, FACSIMILE
FURNISHED SEATTLE DIVISION AND PHOTOGRAPH SENT AIR MAIL
SPECIAL DELIVERY INSTANT DATE.

b6
b7C

END PAGE FOUR

PAGE FIVE

RE: SUSPECT [REDACTED]

ON DECEMBER ONE INSTANT, [REDACTED] BORN

b6
b7c

[REDACTED] LOCATED AND INTER-
VIEWED AT RESIDENCE IN [REDACTED] CALIFORNIA. [REDACTED]
DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE
IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM
NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER
ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE TRIP.

b6
b7c

RE: SUSPECT [REDACTED]

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA,
REVEALED [REDACTED] BORN [REDACTED] WAS
ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT
[REDACTED] P.M., WHEN OBSERVED [REDACTED]
[REDACTED] CALIFORNIA. [REDACTED] ADVISED
PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED]
RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE
ESTABLISHED.

b6
b7c

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY
SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP
BEARING OREGON LICENSE [REDACTED] REMOVED BY
OFFICERS TO [REDACTED] HOSPITAL [REDACTED]
END PAGE FIVE

b6
b7c

DB Cooper-22269

LA 164-497

PAGE SIX

RECORDS OF ABOVE AGENCY SHOWS LOCAL RESIDENCE OF

[REDACTED]
CALIFORNIA. [REDACTED] INTERVIEWED BY SPECIAL AGENT THIS DATE
AT ABOVE ADDRESS AND STATES [REDACTED] ARRIVED

[REDACTED] LAST,
DRIVING GREEN PICK UP TRUCK. [REDACTED]

OREGON, AND STATES CLOSE ACQUAINTANCE OF [REDACTED]

[REDACTED] ADVISED

[REDACTED] NOVEMBER TWENTY THREE LAST AND
DROVE DIRECTLY TO [REDACTED] ARRIVING ABOUT TWO A.M., ON
NOVEMBER TWENTY FIVE LAST. [REDACTED]

RESIDENCE UNTIL MORNING OF NOVEMBER TWENTY FIVE LAST, WHEN

[REDACTED] OBSERVED SIGHTS IN [REDACTED] AREA INCLUDING

ABOUT [REDACTED] LAST, [REDACTED] LEFT RESIDENCE

ALONE TO [REDACTED] AND WAS UNAWARE OF [REDACTED]

ACTIVITIES [REDACTED] HE STATES S COMVERSATION WITH [REDACTED]

REVEALED NO STATEMENTS OR ANYTHING UNUSUAL ABOUT [REDACTED]

[REDACTED] ADVISED HE WAS AWARE [REDACTED]

INSTANT DATE [REDACTED] SECRET SERVICE AGENT, LOS
ANGELES, ADVISED HE SEARCHED VEHICLE DESCRIBED AS CHEVROLET
PICK UP BEARING OREGON LICENSE [REDACTED] FOLLOWING
END PAGE SIX

b6
b7C

b6
b7C

b6
b7C

b6
b7C

b6 Per USSS
b7C

DB Cooper-22270

LA 164-497

PAGE SEVEN

ARREST OF [] BY [] SHERIFF'S OFFICE ON NOVEMBER
TWENTY FIVE LAST. STATED ONLY ITEMS FOUND IN SEARCH WERE
SEVERAL SMALL HAND TOOLS. SECRET SERVICE INTEREST IN []
DUE TO SECURITY OF PRESIDENT NIXON UPON ARRIVAL AT []

b6 Per USSS
b7C

[] ON NOVEMBER TWENTY FIVE LAST.

[] WHEREABOUTS ESTABLISHED IN [] WITHIN
FEW HOURS AFTER HIJACKING AND HE WAS DRIVING SAME VEHICLE
WHICH DEPARTED [] ON NOVEMBER TWENTY THREE LAST. NO
FURTHER INVESTIGATION BEING CONDUCTED.

b6
b7C

RE: PARACHUTE CLUBS, LOS ANGELES, CALIFORNIA.

ON NOVEMBER THIRTY LAST, []

[] CALIFORNIA, FOR THE PURPOSE OF []

[] SKY DIVER MAGAZINE, ADVISED []

RESIDES [] CALIFORNIA,

b6
b7C

RESIDENCE NEGATIVE THIS DATE.

INSTANT DATE, [] TELEPHONICALLY CONTACTED LOS ANGELES
OFFICE AND INTERVIEW ARRANGED FOR PURPOSE OF OBTAINING ALL
INFORMATION AVAILABLE RE PARACHUTE CLUBS, OBTAINED []

b6
b7C

[] INFORMATION
RE LOCATION AND MEMBERSHIP OF [] AND FURNISH

END PAGE SEVEN

DB Cooper-22271

LA 164-497

PAGE EIGHT

ARTISTS SKETCH AND DESCRIPTIVE DATA ON UNKNOWN SUBJECT THIS
MATTER IN EFFORT TO DEVELOP SUSPECTS.

[REDACTED] IN UNITED STATES,
CONSIDERED AUTHORITY IN HIS FIELD AND HAS INDICATED WILLINGNESS
TO COOPERATE IN ANY WAY POSSIBLE.

b6
b7C

PORTLAND AND SEATTLE DISCONTINUE REGARDING [REDACTED]
[REDACTED]

b6
b7C

BUTTE AND SEATTLE DISCONTINUE REGARDING [REDACTED]
[REDACTED]

LOS ANGELES, INTENSIVE INVESTIGATION BEING CONDUCTED TO
LOCATE [REDACTED]
[REDACTED] AT LONG BEACH FOR INTERVIEW.

b6
b7C

LOS ANGELES WILL FOLLOW, SET OUT APPROPRIATE LEADS AND
CONDUCT INVESTIGATION BASED ON RESULTS OF EXTENSIVE INTERVIEW
OF [REDACTED] AND EXAMINATION OF AVAILABLE PHOTOGRAPHS
AND MEMBERSHIP RECORDS IN HIS POSSESSION.

b6
b7C

END

HOLD

ALH

FBI BUTTE

DB Cooper-22273

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA [REDACTED] (13)

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK
OO: SEATTLE

Re Seattle telephone call to Los Angeles, 12/2/71

With respect to reviewing and eliminating registration cards of individual not fitting the description of the perpetrator, SA [REDACTED], Seattle office, advised that the minimum and maximum guides should be used as follows:

b6
b7C

Age: 35 - 55 years
(It should be noted that one witness placed suspect's age at the low limit of 35, and one witness placed the suspect in his low 50's)

Height: 5'9 - 6'1

Weight: 150 - 190

② - Los Angeles

EAR

(2) 164-497
1 - (Sub H)



5010-108

164-497-30

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 3 1971	
FBI - LOS ANGELES	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22274

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/30/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK

On 11/30/71, SA [REDACTED] Santa Ana Resident Agency, telephonically advised the writer as follows:

b6
b7C

[REDACTED]
who resides at [REDACTED] California, telephone [REDACTED] telephonically advised that artists' conception of hijacker in local newspaper possibly identical to an unknown white male who on three or four occasions jumped at the [REDACTED] California. [REDACTED] recalls this individual as having last been at [REDACTED] about three and one half months ago and having engaged him in a discussion [REDACTED] He added that questions asked by this man were, in his opinion, precisely those which a person contemplating a crime of this nature would ask.

b6
b7C
b7D

[REDACTED] stated that during the course of the questioning he also asked what [REDACTED] During this conversation on the last time he had seen this man, he had also asked questions about [REDACTED] areas.

b6
b7C
b7D

He noted that anyone jumping at [REDACTED] must be a member of the U.S. Parachute Association and must be licensed to jump. All jumpers at [REDACTED] must register prior to jumping with [REDACTED], well known at the jump center in [REDACTED] He added that all records of the approximately 10,000 members of the U.S. Parachute Association are maintained at Cannery Row, Monterey, California, and files of this association contain both photographs and fingerprints of licensees.

crs/kah
(2)



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

164-497-31

SEARCHED	INDEXED
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NOV 6 1971	
FBI - LOS ANGELES	

er-2 b6 5
b7C

LA 164-497

and [redacted] During previous contacts with the Los Angeles Division he has appeared to be an intelligent and reliable source.

On the same date, SA [redacted] Riverside Resident Agency, was telephonically furnished the above information and requested to recontact [redacted] and locate and interview [redacted] in an effort to develop information which would lead to the identification of the individual referred to by [redacted]

b6
b7C
b7D

b6
b7C
b7D

SPECIAL

NR006 SE PLAIN

11:22AM URGENT 12/1/71 VAB

TO LOS ANGELES

FROM SEATTLE (164-81)

UNSUB; *305* NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA-HIJACKING; EXTORTION; OO: SEATTLE.

RE *[Handwritten signature]*

[Redacted] CONSIDERED POSSIBLE SUSPECT AND ONLY INFO AVAILABLE IS THAT SOME YEARS AGO HE RESIDED WITH *[Redacted]*

[Redacted] CALIFORNIA. HIS CURRENT LOCATION IS UNKNOWN.

LOS ANGELES AT *[Redacted]* - WILL ATTEMPT TO FURTHER IDENTIFY

[Redacted] AND HIS CURRENT LOCATION FROM ABOVE INFORMATION. P.

END

*HEAD COMED
BY [Redacted] AS SAO BARRERA
INFO FURNISHED SEATTLE
LA 4:20 12/1/71
CRS*

164-497-32

SEARCHED <i>[initials]</i>	INDEXED <i>[initials]</i>
SERIALIZED <i>[initials]</i>	FILED <i>[initials]</i>
DEC 1 1971	
FBI - LOS ANGELES	
<i>[Redacted]</i>	<i>[Redacted]</i> <i>CRS</i>

Lead at SB to [Redacted]

Cooper-22277

NR 006 BT PLAIN

9:47 PM 11-30-71 NITEL DD

TO: SAC, LOS ANGELES

SAC, SEATTLE (164-81)

FROM: SAC, BUTTE (164-26) 2P

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT NUMBER THREE
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR, NINETEEN
SEVENTY ONE. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

[REDACTED]
[REDACTED] TODAY MADE AVAILABLE
COPY OF [REDACTED] SEVENTY ONE ISSUE OF SKY DIVER
MAGAZINE. [REDACTED], DEPICTED AMONG
OTHERS, IS INDIVIDUAL NAMED [REDACTED]
[REDACTED] WHO BEARS STRIKING RESEMBLANCE TO
ARTISTS CONCEPTION OF UNSUB.

[REDACTED]
[REDACTED] YEARS AGO; HOWEVER, DOES NOT KNOW CURRENT
WHEREABOUTS. [REDACTED] ADVISED PUBLISHER ABOVE MAGAZINE
IS [REDACTED]
CALIFORNIA, WHO MAY BE ACQUAINTED WITH [REDACTED] AND COULD
FURNISH ORIGINAL NEGATIVE FOR ABOVE PICTURE. [REDACTED]
END PAGE ONE

164-497-33

SEARCHED	INDEXED
SERIALIZED	FILED
LES	

[REDACTED]

DB Cooper-22278

BT 164-26

PAGE TWO

WILL ALSO POSSESS INFO WHERE [REDACTED]

[REDACTED] HEADQUARTERED.

FOR INFO SEATTLE, [REDACTED] ELIMINATED AS SUSPECT,

FULL DAY NOVEMBER TWO FOUR, LAST, AT [REDACTED]

[REDACTED] MONTANA, AND SPENT NOVEMBER TWO FIVE, LAST, WITH
FAMILY AND SEEN BY FRIENDS AND NEIGHBORS.

LOS ANGELES IMMEDIATELY CONTACT [REDACTED], OBTAIN

NEGATIVE ABOVE PHOTO AND LOCATION [REDACTED]

[REDACTED] SUBMIT PHOTOGRAPHS TO SEATTLE AND MINNEAPOLIS. SET

FORTH LEADS FOR LOCATION AND POSSIBLE ELIMINATION OF [REDACTED]

END.

FBI LA JCD

CLR

b6
b7C
b7D

b6
b7C

b6
b7C

b6
b7C

SPECIAL

NR 004 SF PLAIN

4:37 PM URGENT 12/1/71 MCC

TO SEATTLE (164-31) MIAMI
HONOLULU (164-85) VIA WASH LOS ANGELES
NEW YORK CINCINNATI (164-55)
FROM SAN FRANCISCO (164-220) 2P

UNKNOWN SUBJECT; NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST, CRIME ABOARD AIRCRAFT - HIJACKING.

RE OKLAHOMA CITY TELETYPE NOVEMBER THIRTY LAST, BUREAU AIRTEL TO ALL OFFICES EXCEPT SEATTLE, PORTLAND, AND LAS VEGAS, DATED NOVEMBER TWENTYNINE LAST, ENCLOSING ARTIST'S CONCEPTION OF UNKNOWN SUBJECT.

FOR INFORMATION MIAMI, [REDACTED] HAS BEEN DESCRIBED AS A LOOK-ALIKE TO ARTIST'S CONCEPTION OF UNKNOWN SUBJECT. [REDACTED]

[REDACTED] AND TERRAIN COVERED BY FLIGHT. HE IS

[REDACTED]
IS DESCRIBED AS FIVE FEET ELEVEN INCHES, ONE SIX TWO POUNDS, [REDACTED]

HAIR, [REDACTED] EYES, DATE OF BIRTH [REDACTED]

[REDACTED] CALIFORNIA, [REDACTED]

END PAGE ONE

164-4977-35

SEARCHED	INDEXED
SERIALIZED	FILED
13 DEC 1 1971	
FBI - LOS ANGELES	

[REDACTED]

b6
b7C

b6
b7C

DB Cooper-22204

[REDACTED] OAKLAND INTERNATIONAL
AIRPORT, ADVISED THAT [REDACTED]

b6
b7C

[REDACTED] TO RETURN TO
OAKLAND UNTIL [REDACTED] HE IS SCHEDULED TO RETURN TO [REDACTED]
[REDACTED] TONIGHT, EASTERN STANDARD TIME.

b6
b7C

[REDACTED] MIAMI INTERNATIONAL
AIRPORT, WILL KNOW EXACT TIME OF ARRIVAL OF [REDACTED]
FLIGHT. [REDACTED] CAN BE CONTACTED AT AREA CODE [REDACTED]
[REDACTED] ALSO ADVISED [REDACTED]
[REDACTED] FLORIDA, TELEPHONE
AREA CODE [REDACTED]

b6
b7C

MIAMI INTERVIEW [REDACTED] AND ATTEMPT TO OBTAIN PHOTOGRAPH TO
FURNISH SEATTLE.

END

CXF

FBI LOS ANGELES CLR TU

DB Cooper-22285

(Mount Clipping in Space Below)

Skyjacker: Is He a 1971 Robin Hood?

WOODLAND, Wash. (AP) — An airplane hijacker has vanished with two parachutes and \$200,000, and the search for him has ended for all but the FBI.

A University of Washington sociologist calls the sky piracy an "awesome feat in the battle of man against the machine."

Dr. Otto Larsen said the skyjacker apparently has won public admiration as "one man overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

Thus, Larsen said, the hijacker "comes off as a kind of curious Robin Hood, taking from the rich — or at least the big and complex. It doesn't matter whether he gives it to the poor or not."

FBI officials in Portland, Ore., and Seattle say they will continue their pursuit of the man who apparently bailed out of the hijacked Northwest Airlines jetliner last week as it flew from Seattle to Reno, Nev.

But local law enforcement agencies have turned to other

"There's nothing new and we've taken our men off unless something else turns up," a spokesman for the Clark County, Wash., sheriff's office said.

Monday of the search for the hijacker in the brushy, timbered Cascade Mountain foothills of southwest Washington.

The FBI continued questioning dozens of persons who believed they recognized a composite sketch of the hijacker, but the investigators reported no success in finding a definite lead.

Officials said they had concentrated the search around Woodland because the jetliner's flight recorder had indicated small shifts in the plane's air position as it passed over the area.

Law enforcement officers searching for the hijacker were faced with three major disadvantages — surprise, piecemeal evidence and the meticulous planning which apparently went into the deed, the first involving the escape of a hijacker by parachute.

(Indicate page, name of newspaper, city and state.)

A-3 Herald-Examiner
Los Angeles, Calif.

Date: 11/30/71
Edition: 8 Star
Author:
Editor:
Title:

Character:
or

Classification:

Submitting Office: Los Angeles

☐ Being Investigated

164-492-36
SEARCHED INDEXED
SERIALIZED FILED
13 DEC 1 1971
FBI - LOS ANGELES

b6

DE Cooper-2, b7c

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, ALBANY

FROM : SAC, SEATTLE (164-81) (-P-)

SUBJECT: UNKNOWN SUBJECT, aka Dan Cooper;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE
BUfile 164-2111

DATE: November 30, 1971

Enclosed for each office is one artist's conception of the captioned subject. The Bureau is preparing a circular for field-wide circularization concerning captioned case and will include an artist's conception of the hijacker. The Bureau has been asked to prepare a sketch showing the unknown subject without glasses. Additional distribution will be made from time to time to parachute clubs, flight instruction schools and airports, etc., in an effort to identify the unknown subject which undoubtedly will result in various field divisions receiving calls on this case.

For the assistance of all offices in conducting investigation and to evaluate complaints from citizens, the following information is furnished:

The unknown subject boarded captioned flight at Portland, Oregon, using the name DAN COOPER. As the plane was taxiing toward the runway, Stewardess [redacted] occupied the seat reserved for the stewardesses on the right side of the plane and behind the last row of passenger seats. The unknown subject, who occupied the center seat in the last row of three seats, turned and handed her an envelope which she did not open for a few minutes until he glanced at her several times. She then opened the envelope and read the enclosed note which said: "Miss - I have a bomb here and I would like you to sit by me." At this point Stewardess

2 - All Offices (Encl 1)
3 - Seattle (164-81)
CEF:klb

b6
b7c



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22287

[redacted] came toward the rear of the plane and [redacted] handed [redacted] the note. [redacted] then called the pilot on the intercom.

b6
b7C

Stewardess [redacted] then sat next to the hijacker who opened a black attache case and showed her what he said was a bomb. She described the contents of the attache case as a bundle of red sticks, which she believed was dynamite. The bundle consisted of six or eight red colored sticks approximately six to eight inches long with no writing on the outside. The hijacker was holding in his hand a wire which lead to the bundle of sticks and indicated that he could detonate the bomb by touching the wire to a contact. Also in the attache case was a cylindrical shaped battery about eight inches long.

At first the hijacker asked for \$200,000 and two parachutes.

After [redacted] left her stewardess seat and gave the note to [redacted] sat beside the hijacker who, after showing the contents of the attache case, told her to, "Take this down." From her purse she obtained a pen and note pad and he dictated the following message:

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b7C

"I want \$200,000 by 5:00 PM in cash. Put it in a knapsack. I want two back parachutes and two front parachutes. When we land, I want a fuel truck ready to refuel. No funny stuff, or I'll do the job."

At the Seattle-Tacoma International Airport (Sea-Tac) in answer to his demands, the hijacker was provided with the four parachutes and \$200,000 in 20 dollar bills in a canvas bank bag. When the plane landed at Seattle at 5:45 PM (PDT) he instructed Stewardess [redacted] to go after the money which she did. He opened the bag; inspected the money and then told them that the passengers as well as the two other stewardesses could leave the plane. They did deplane. The remaining crew members were the three male members of the flight crew as well as Stewardess [redacted]

b6
b7C

[redacted] then made several trips out of the plane to obtain the parachutes which she brought to the subject.

b6
b7C

The hijacker instructed that he be flown to Mexico City and also told the pilot that he wanted the plane flown at not more than 10,000 feet with the flaps at 15 degrees, the landing gear down and the rear steps of the plane also down. The plane involved was a Boeing 727, a Tri-jet with stairs at the rear which lowered for passengers. The hijacker finally

SE 164-81

agreed to having the steps raised and a flight plan was arranged from Seattle to Portland and down south to Red Bluff, California and then to Reno, Nevada for refueling.

The plane departed Sea-Tac with the three crew members in the cabin and [] in the rear with the hijacker. Within minutes after take off at 7:36 PM, the hijacker had the stewardess show him how to lower the steps and he then ordered her to go to the first class section which she did, and she then continued on to the cabin.

b6
b7C

At 8:05 PM the captain was in touch with the hijacker by the intercom. This was the last communication he had with the hijacker. Just prior to this communication, the captain had a signal indicating that the stairs had been lowered. At 8:12 PM, the captain experienced "oscillation" in the plane and thought perhaps the hijacker had departed the plane.

Air Force fighter planes were escorting the craft but because the 727 was flying at 170 knots, the fighter jets were too fast. Further, the weather was overcast and visibility extremely low.

When the plane arrived at Reno, the hijacker was gone and two of the parachutes were still in the airplane. The attache case also was not in the plane and has not been found.

Extensive search of the southwestern part of Washington State, which was indicated by the 8:12 PM oscillation, has been conducted but with negative results to date.

Subject is described as follows:

Race:	White
Sex:	Male
Age:	Mid 40s
Height:	5'10" to 6'
Weight:	170 to 180 lbs.
Build:	Average to well built
Complexion:	Olive, Latin appearance, medium smooth

Hair:	Dark brown or black, normal style, parted on left, combed back, Sideburns, low ear level
Eyes:	Possibly brown. During latter part of flight, put on dark wrap-around sun- glasses with dark rims
Voice:	Low, spoke intelligently; no particular accent, possibly from Midwest section of the United States
Characteristic:	Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel:	Black or brown suit; white shirt; narrow black tie; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes

Leads should be set forth by telephone or teletype and, to facilitate handling at Seattle, each incoming communication should be sub-captioned with the name of the suspect.

THIS INDIVIDUAL IS BEING SOUGHT IN CONNECTION WITH
THE EXTORTION OF \$200,000 FROM NORTHWEST AIRLINES BY
THREATENING THE CREW OF THE AIRLINE WITH A PACKAGE WHICH HE
STATED CONTAINED A BOMB. HE SHOULD BE CONSIDERED DANGEROUS.

NR 004 LA PLAIN

122PM URGENT 12-2-71 LLS

TO SEATTLE (164-81)

SAN FRANCISCO

FROM LOS ANGELES (164-497) 3P

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY
FOUR, NINETEEN SEVENTY ONE, CAA DASH HIJACKING; EXTORTION.

OO: SEATTLE

RE: [REDACTED] (SUB A)

b6
b7C

RE LOS ANGELES TELCALL TO SEATTLE AND SEATTLE TELCALL TO
LOS ANGELES, TWELVE TWO INSTANT.

ON TWELVE ONE LAST, [REDACTED]

b6
b7C
b7D

[REDACTED] DESCRIBED TALKING TO SUBJECT

FITTING DESCRIPTION OF HIJACKER DURING JULY OR AUGUST LAST AT

[REDACTED] SUBJECT QUESTIONED [REDACTED] RE [REDACTED]

[REDACTED] DISCUSSION FOLLOWED RE POSSIBILITIES IF [REDACTED]

[REDACTED] SUBJECT ASKED [REDACTED] WHERE [REDACTED]

SEARCHED
INDEXED
SERIALIZED
FILED

b6
b7C
b7D

END PAGE ONE

b6
b7C

37
DB Cooper 122291

LA 164-497 SUB A

PAGE TWO

[REDACTED]

[REDACTED] STATED SUBJECT CLOSELY RESEMBLES ARTISTS CONCEPTION AND
THOUGHT TO HAVE MADE SEVERAL JUMPS AT [REDACTED]

b6
b7C
b7D

[REDACTED] IDENTIFIED AS QUOTE [REDACTED]

b6
b7C

[REDACTED] END QUOTE. EACH PERSON MAKING FIRST JUMP AT
THAT LOCATION, REGARDLESS OF PRIOR EXPERIENCE, MUST FILL OUT
REGISTRATION FORM BEARING NAME, ADDRESS, AGE, DOB, HEIGHT AND
WEIGHT. CARD REFERRED TO ON SUBSEQUENT JUMPS IF PERSON NOT
LICENSED WITH UNITED STATES PARACHUTE ASSOCIATION PAREN USPA
END PAREN, PO BOX ONE ZERO NINE, MONTEREY, CALIFORNIA. USPA
LOCATED CANARY ROW, MONTEREY, CALIFORNIA. PHOTO OF LICENSEE
REQUIRED BEFORE USPA ISSUES LICENSE.

[REDACTED] RECORDS GO BACK TO ONE
NINE FIVE SEVEN. ESTIMATED TEN THOUSAND PLUS CARDS ON FILE AT
THAT CENTER. USPA WILL HAVE RECORDS RE LOCATIONS OF ALL JUMP
CENTERS IN U.S.

b6
b7C

SAN FRANCISCO SHOULD ESTABLISH LIAISON WITH
USPA IN MONTEREY, DETERMINE IF PHOTOS OF LICENSED MEMBERS
MAINTAINED IN FILE. ADVISE LOS ANGELES LOCATIONS OF ALL JUMP
CENTERS IN SOUTHERN CALIFORNIA.

END PAGE TWO

LA 164-497 SUB A

PAGE THREE

LOS ANGELES WILL REVIEW REGISTRATION CARDS AT

AND PHOTOGRAPH CARDS OF PERSONS

b6
b7c

FITTING DESCRIPTION OF SUBJECT NOT KNOWN TO JUMP CENTER, AND
IF FEASIBLE, FORWARD TO SAN FRANCISCO FOR COMPARISON WITH
PHOTOGRAPHS OF LICENSED JUMPERS.

END

VAB

FBI SEATTLE CLR

F B I

Date: 12/2/71

35

Transmit the following in PLAINTEXT
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO: SAC, NEW HAVEN (164-77)
SAC, SEATTLE (164-81)

FROM: SAC, LOS ANGELES (164-497)

UNSUB; HIJACKING OF NORTHWEST AIRLINES FLIGHT THREE
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST,
CAA - HIJACKING; EXTORTION, OO: SEATTLE.

RE LOS ANGELES TELS TO SEATTLE NOVEMBER TWENTYSIX,
DECEMBER ONE AND DECEMBER TWO INSTANT. NEW HAVEN TEL TO
BUREAU, SEATTLE AND LOS ANGELES DECEMBER ONE LAST.

RE: [REDACTED] SET
FORTH LA TEL NOVEMBER TWENTYSIX LAST.

ON DECEMBER ONE LAST, [REDACTED]
[REDACTED] ADVISED HE IS PERSONALLY ACQUAINTED WITH [REDACTED]
[REDACTED] ADVISED [REDACTED] DOES NOT MATCH PHYSICAL
DESCRIPTION OF SUBJECT AND HE WOULD DEFINITELY DISCOUNT
[REDACTED] AS POSSIBLE SUSPECT THIS MATTER.

164-479
CRS/rr
(1)

Cib

NH-11 13/10

SE-104 1/10

Approved: [Signature]
Special Agent in Charge

Sent 104 M Per [Signature]

DB Cooper-22294

LA 164-497

PAGE TWO

ON DECEMBER ONE LAST, [REDACTED] VIEWED THE
ARTIST'S CONCEPTION OF UNSUB AND STATED [REDACTED] DOES
NOT LOOKE LIKE SKETCH.

b6
b7C

ON NOVEMBER THIRTY LAST, [REDACTED], WHO PREVIOUSLY
FURNISHED THE NAME OF [REDACTED] AS A POSSIBLE SUSPECT THIS
MATTER, WAS INTERVIEWED AND ADVISED ARTIST'S CONCEPTION
DOES NOT RESEMBLE [REDACTED] IN ANYWAY, STATING HE RECALLS [REDACTED]
FACE MORE ROUNDER. IT IS NOTED [REDACTED]

b6
b7C
b7D

[REDACTED]
[REDACTED]
NONE OF ABOVE BEING CONSIDERED SUSPECT BY LOS ANGELES.
RE SUSPECT [REDACTED]

b6
b7C

ON NOVEMBER THIRTY LAST, [REDACTED]

[REDACTED], ADVISED [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

b6
b7C
b7D

READ OF HIJACKING AND BELIEVED COOPER'S DESCRIPTION FAMILIAR
TO UNSUB.

LA 164-497

PAGE THREE

COMPOSITE DRAWING OF UNSUB WAS DISPLAYED TO [REDACTED] WHO ADVISED [REDACTED] HAIR LINE AND HAIR STYLE COMPLETELY DIFFERENT FROM UNSUB. ADDITIONAL QUESTIONING REVEALED

b6
b7C
b7D

[REDACTED]
[REDACTED]
[REDACTED]
AS [REDACTED] UNABLE TO IDENTIFY ARTIST'S CONCEPTION AS GOOD LIKENESS OF [REDACTED] HE IS ^{NOT} BEING CONSIDERED SUSPECT THIS MATTER.

b6
b7C
b7D

RE [REDACTED]

b6
b7C

ON DECEMBER TWO INSTANT, A REVIEW OF SANTA BARBARA CITY DIRECTORY FOR SEVENTY, REVEALED [REDACTED] [REDACTED]

b6
b7C

[REDACTED] NO LISTING IDENTIFIABLE WITH [REDACTED] COULD BE FOUND IN SEVENTYONE DIRECTORY.

INSTANT DATE FILES OF CREDIT BUREAU OF SANTA BARBARA, CALIFORNIA, REVEALED [REDACTED] [REDACTED] [REDACTED] RESIDING

b6
b7C

[REDACTED] HIS AGE SHOWN AS [REDACTED] AND [REDACTED] KNOWN TO AGENCY SINCE FORTYFIVE. NO INDICATION [REDACTED] IN SANTA BARBARA SINCE SEVENTY AND LAST ADDRESS SHOWN

LA 164-497

PAGE FOUR

IN JULY SEVENTY ONE WAS [REDACTED] [REDACTED]
[REDACTED] WITH EMPLOYMENT SHOWN AS [REDACTED]
[REDACTED] (NO ADDRESS SHOWN). PRIOR
EMPLOYMENT SHOWN AS [REDACTED] [REDACTED]

RECORDS SANTA BARBARA POLICE DEPARTMENT REVEALED [REDACTED]

[REDACTED] ^{DOB} [REDACTED]
[REDACTED] [REDACTED] ARRESTED [REDACTED]
[REDACTED]

NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED FILES SANTA
BARBARA COUNTY SHERIFF'S OFFICE
RE SUSPECT [REDACTED]

ON DECEMBER ONE LAST RECORD COMPUTER CREDIT BUREAU OF
LOS ANGELES, LOS ANGELES POLICE DEPARTMENT, LOS ANGELES
SHERIFF'S OFFICE AND REGISTRAR OF VOTERS WERE REVIEWED AND
NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED.

ON SAME DATE, RECORDS UCLA, CALIFORNIA STATE LOS ANGELES,
SAN FERNANDO VALLY STATE COLLEGE, UNIVERSITY OF CALIFORNIA
EXTENSION SERVICES, LOS ANGELES VALLEY COLLEGE, LOS ANGELES
CITY COLLEGE AND LOS ANGELES TRADE AND TECHNICAL COLLEGE WERE
GAUSED TO BE CHECKED WITH NEGATIVE RESULTS. LOS ANGELES INDICES
NEGATIVE.

LA 164-497

PAGE FIVE

RE INFO FURNISHED BY [REDACTED] TO NEW HAVEN
DECEMBER ONE LAST.

b6
b7C

ON DECEMBER TWO INSTANT, [REDACTED]
[REDACTED]

b6
b7C
b7D

ADVISED MATTER REPORTED TO FBI IN EVENT REWARD OFFERED.

[REDACTED] STATED HAD NO PERSONAL KNOWLEDGE AND INFORMATION
CAME FROM [REDACTED]

INSTANT DATE, [REDACTED]

b6
b7C
b7D

ADVISED AS FOLLOWS:

ON NOVEMBER TWENTYEIGHT LAST, HE [REDACTED]
SAW ARTIST'S SKETCH OF HIJACKER ON TV. [REDACTED]

[REDACTED] LOOKED LIKE
SKETCH ON TV. [REDACTED]

b6
b7C
b7D

[REDACTED] STATED HAS NO REASON TO BELIEVE [REDACTED] WAS
HIJACKER AND DESCRIBED HIM AS WMA, BORN [REDACTED]

[REDACTED] AT [REDACTED] SIX FOOT ONE, ONE HUNDRED
FIFTYFIVE POUNDS, HAIR [REDACTED] EYES UNKNOWN, SLIGHT
BUILD, [REDACTED] ~~DEFOOT~~ PROFOUND

[REDACTED] EARS NOTICABLY PROTRUDING FROM HEAD.

LA 164-497

PAGE SIX

[REDACTED] DESCRIBED AS [REDACTED]
[REDACTED]
[REDACTED] TATTOOS UNKNOWN.

AFTER ABOVE INTERVIEW, ARTIST'S CONCEPTION OBSERVED
BY [REDACTED] WHO ADVISED [REDACTED] DOES NOT APPEAR IDENTICAL
TO SKETCH OF HIJACKER.

ARREST RECORD LOS ANGELES POLICE DEPARTMENT NEGATIVE.
LOS ANGELES INDICES AND NCIC NEGATIVE RE [REDACTED]

IN VIEW OF ABOVE, [REDACTED] NOT BEING CONSIDERED LOGICAL
SUSPECT THIS MATTER.

RE LATIN SKY DIVING CLUB

ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] ADVISED HE IS [REDACTED]
AND [REDACTED]

HE ADVISED LATIN SKY DIVING CLUB IS A GROUP THAT JUMPS
FROM PERRIS AIRPORT AND ALSO AIRPORT AT ELSINORE, CALIFORNIA.

[REDACTED]

LA 164-497

PAGE SEVEN

[REDACTED] AND THEIR
TELEPHONE NUMBERS, WHO WERE MEMBERS OF CLUB. HE DESCRIBED
CLUB MEMBERSHIP AS BETWEEN TEN AND TWENTY MOST FROM EAST
LOS ANGELES AREA. [REDACTED] SAID DISCUSSION AMONG GROUP
APPEARED TO BE NOTHING MORE THAN NORMAL INTEREST OF SKY
DIVERS ABOUT CRIME WHERE HIJACKERS JUMP FROM AIRPLANE
AND NONE OF CLUB MEMBERS HAD ACTED SUSPICIOUS SINCE HIJACKING.
THIS CLUB DESCRIBED AS LOCAL IN NATURE AND NOT NATIONAL
ORGANIZATION.

SEATTLE, [REDACTED] WASHINGTON, CONDUCT APPROPRIATE
INVESTIGATION THROUGH LAST ADDRESS OF [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
TO LOCATE AND ESTABLISH WHEREABOUTS OF [REDACTED] DURING
PERTINENT PERIOD.

LOS ANGELES AT [REDACTED] CALIFORNIA, WILL ASCERTAIN IF
[REDACTED] KNOWN TO [REDACTED]
[REDACTED] OR IF NAME MAINTAINED IN RECORDS PARACHUTE CLUB
LOS ANGELES AREA.

AT EAST LOS ANGELES, WILL INTERVIEW [REDACTED]

[REDACTED]
[REDACTED] FOR ALL

LA 164-497

PAGE EIGHT

INFORMATION CONCERNING MEMBERSHIP OF CLUB AND DISPLAY

ARTIST CONCEPTION TO

b6
b7c

NR 035 LA PLAIN

1041 PM NITEL 12-2-71 NEE

TO NEW HAVEN (164-77)

SEATTLE (164-81)

FROM LOS ANGELES (164-497)

UNSUB; HIJACKING OF NORTHWEST AIRLINES FLIGHT THREE
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST,
CAA DASH HIJACKING; EXTORTION, OO SEATTLE.

RE LOS ANGELES TELS TO SEATTLE NOVEMBER TWENTYSIX,
DECEMBER ONE AND DECEMBER TWO INSTANT. NEW HAVEN TEL TO
BUREAU, SEATTLE AND LOS ANGELES DECEMBER ONE LAST.

RE: [REDACTED] SET
FORTH LOS ANGELES TEL NOVEMBER TWENTYSIX LAST.

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b7C

ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] ADVISED HE IS [REDACTED]

b6
b7C

[REDACTED] ADVISED [REDACTED] DOES NOT MATCH PHYSICAL
DESCRIPTION OF SUBJECT AND HE WOULD DEFINITELY DISCOUNT
[REDACTED] AS POSSIBLE SUSPECT THIS MATTER.

END PAGE ONE

1, 2, 3, 4, 5, 6, 7

SEARCHED
SERIALIZED
INDEXED
FILED
CM
OT

Mark for Rudeberg

b6
b7C

PAGE TWO

ON DECEMBER ONE LAST, [REDACTED] VIEWED THE
ARTIST'S CONCEPTION OF UNSUB AND STATED [REDACTED] DOES
NOT LOOK LIKE SKETCH.

b6
b7C

ON NOVEMBER THIRTY LAST, [REDACTED] WHO PREVIOUSLY
FURNISHED THE NAME OF [REDACTED] AS A POSSIBLE SUSPECT THIS
MATTER, WAS INTERVIEWED AND ADVISED ARTIST'S CONCEPTION
DOES NOT RESEMBLE [REDACTED] IN ANYWAY, STATING HE RECALLS [REDACTED]
FACE MORE ROUNDER. IT IS NOTED [REDACTED]
[REDACTED]
[REDACTED]

b6
b7C
b7D

NONE OF ABOVE BEING CONSIDERED SUSPECT BY LOS ANGELES.

RE SUSPECT [REDACTED]

b6
b7C

ON NOVEMBER THIRTY LAST, [REDACTED]
[REDACTED] ADVISED [REDACTED]
[REDACTED]

b6
b7C
b7D

READ OF HIJACKING AND BELIEVED COOPER'S DESCRIPTION FAMILIAR
TO UNSUB.

END PAGE TWO

COMPOSITE DRAWING OF UNSUB WAS DISPLAYED TO [REDACTED]
WHO ADVISED [REDACTED] HAIR LINE AND HAIR STYLE COMPLETELY
DIFFERENT FROM UNSUB. ADDITIONAL QUESTIONING REVEALED

b6
b7C
b7D

[REDACTED]

AS [REDACTED] UNABLE TO IDENTIFY ARTIST'S CONCEPTION AS
GOOD LIKENESS OF [REDACTED] HE IS NOT BEING CONSIDERED SUSPECT
THIS MATTER.

b6
b7C
b7D

RE [REDACTED]

b6
b7C

ON DECEMBER TWO INSTANT, A REVIEW OF SANTA BARBARA CITY
DIRECTORY FOR SEVENTY, REVEALED [REDACTED] [REDACTED]

b6
b7C

[REDACTED] NO LISTING IDENTIFIABLE
WITH [REDACTED] COULD BE FOUND IN SEVENTYONE DIRECTORY.

INSTANT DATE FILES OF CREDIT BUREAU OF SANTA BARBARA,
CALIFORNIA, REVEALED [REDACTED] [REDACTED] RESIDING

b6
b7C

[REDACTED] HIS AGE SHOWN AS [REDACTED]
AND [REDACTED] KNOWN TO AGENCY SINCE FORTYFIVE. NO INDICATION
[REDACTED] IN SANTA BARBARA SINCE SEVENTY AND LAST ADDRESS SHOWN

END PAGE THREE

PAGE FOUR

IN JULY SEVENTY ONE WAS [REDACTED]
[REDACTED] WITH EMPLOYMENT SHOWN AS [REDACTED]
[REDACTED] (NO ADDRESS SHOWN). PRIOR
EMPLOYMENT SHOWN AS [REDACTED]

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b6
b7C

b6
b7C

b6
b7C

b6
b7C

RECORDS SANTA BARBARA POLICE DEPARTMENT REVEALED [REDACTED]
[REDACTED] DOB [REDACTED]
[REDACTED] [REDACTED] ARRESTED [REDACTED]
[REDACTED]

NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED FILES SANTA
BARBARA COUNTY SHERIFF'S OFFICE.

RE SUSPECT [REDACTED]

ON DECEMBER ONE LAST RECORD COMPUTER CREDIT BUREAU OF
LOS ANGELES, LOS ANGELES POLICE DEPARTMENT, LOS ANGELES
SHERIFF'S OFFICE AND REGISTRAR OF VOTERS WERE REVIEWED AND
NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED.

ON SAME DATE, RECORDS UCLA, CALIFORNIA STATE LOS ANGELES,
SAN FERNANDO VALLY STATE COLLEGE, UNIVERSITY OF CALIFORNIA
EXTENSION SERVICES, LOS ANGELES VALLEY COLLEGE, LOS ANGELES
CITY COLLEGE AND LOS ANGELES TRADE AND TECHNICAL COLLEGE WERE
CAUSED TO BE CHECKED WITH NEGATIVE RESULTS. LOS ANGELES INDICES
NEGATIVE.

END PAGE FOUR

LA 164-497

PAGE FIVE

RE INFO FURNISHED BY [REDACTED] TO NEW HAVEN
DECEMBER ONE LAST.

b6
b7C

b6
b7C
b7D

ON DECEMBER TWO INSTANT, [REDACTED]
[REDACTED]

ADVISED MATTER REPORTED TO FBI IN EVENT REWARD OFFERED.

[REDACTED] STATED HAD NO PERSONAL KNOWLEDGE AND INFORMATION
CAME FROM [REDACTED]

INSTANT DATE, [REDACTED] [REDACTED] [REDACTED]

ADVISED AS FOLLOWS:

ON NOVEMBER TWENTYEIGHT LAST, HE [REDACTED]
SAW ARTIST'S SKETCH OF HIJACKER ON TV. [REDACTED]

[REDACTED] LOOKED LIKE
SKETCH ON TV. [REDACTED]
[REDACTED]

b6
b7C
b7D

[REDACTED] STATED HAS NO REASON TO BELIEVE [REDACTED] WAS
HIJACKER AND DESCRIBED HIM AS WMA, BORN [REDACTED]

[REDACTED] AT [REDACTED] SIX FOOT ONE, ONE HUNDRED
FIFTYFIVE POUNDS, HAIR [REDACTED] EYES UNKNOWN, SLIGHT
BUILD, [REDACTED]

[REDACTED] EARS NOTICABLY PROTRUDING FROM HEAD.

END PAGE FIVE

[REDACTED] DESCRIBED AS [REDACTED]
[REDACTED]

[REDACTED] TATTOOS UNKNOWN.

AFTER ABOVE INTERVIEW, ARTIST'S CONCEPTION OBSERVED
BY [REDACTED], WHO ADVISED [REDACTED] DOES NOT APPEAR IDENTICAL
TO SKETCH OF HIJACKER.

ARREST RECORD LOS ANGELES POLICE DEPARTMENT NEGATIVE.
LOS ANGELES INDICES AND NCIC NEGATIVE RE [REDACTED]

IN VIEW OF ABOVE, [REDACTED] NOT BEING CONSIDERED LOGICAL
SUSPECT THIS MATTER.

RE LATIN SKY DIVING CLUB

ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] ADVISED HE IS [REDACTED]

AND [REDACTED]

HE ADVISED LATIN SKY DIVING CLUB IS A GROUP THAT JUMPS
FROM PERRIS AIRPORT AND ALSO AIRPOST AT ELSINORE, CALIFORNIA.

END PAGE SIX

b6
b7C
b7D

b6
b7C
b7D

b6
b7C

b6
b7C

b6
b7C

[REDACTED] AND THEIR
TELEPHONE NUMBERS, WHO WERE MEMBERS OF CLUB. HE DESCRIBED
CLUB MEMBERSHIP AS BETWEEN TEN AND TWENTY MOST FROM EAST
LOS ANGELES AREA. [REDACTED] SAID DISCUSSION AMONG GROUP
APPEARED TO BE NOTHING MORE THAN NORMAL INTEREST OF SKY
DIVERS ABOUT CRIME WHERE HIJACKERS JUMP FROM AIRPLANE
AND NONE OF CLUB MEMBERS HAD ACTED SUSPICIOUS SINCE HIJACKING.
THIS CLUB DESCRIBED AS LOCAL IN NATURE AND NOT NATIONAL
ORGANIZATION.

SEATTLE, AT [REDACTED] WASHINGTON, CONDUCT APPROPRIATE
INVESTIGATION THROUGH LAST ADDRESS OF [REDACTED]
[REDACTED]

TO LOCATE AND ESTABLISH WHEREABOUTS OF [REDACTED] DURING
PERTINENT PERIOD.

LOS ANGELES AT [REDACTED] CALIFORNIA, WILL ASCERTAIN IF
[REDACTED] KNOWN TO [REDACTED]
[REDACTED] OR IF NAME MAINTAINED IN RECORDS PARACHUTE CLUB
LOS ANGELES AREA.

AT EAST LOS ANGELES, WILL INTERVIEW [REDACTED]
[REDACTED] FOR ALL INFORMATION
CONCERNING MEMBERSHIP OF CLUB AND DISPLAY ARTIST CONCEPTION TO
[REDACTED]

END

RECD. FOUR TELS DCA FBI SE HOLD

b6
b7C

b6
b7C

b6
b7C

b6
b7C

32

F B I

Date: 12/2/71

Transmit the following in CODE
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO: SACS ~~PHOENIX~~
SEATTLE
WASHINGTON FIELD *exp*

FROM: SAC, LOS ANGELES ((164-497))

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST; CAA - HIJACKING;
EXTORTION. OO: SEATTLE

RE BUAIRTEL TO ALL OFFICES, 11/29/71

~~RE SUSPECT~~ [REDACTED] ~~ALSO KNOWN AS (AKA)~~ [REDACTED]

[REDACTED] ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] TELEPHONICALLY ADVISED AS FOLLOWS:

ON NOVEMBER THIRTY LAST HE WAS IN CONTACT WITH ONE [REDACTED]

[REDACTED] ADVISED CI [REDACTED]

IN COMPANY OF [REDACTED]

crs/lme
(1)

Approved: *WCC*
Special Agent in Charge

Sent *SE-1033*
PX-1140
WF-1119 M

Per *WCC*

DB Cooper-22310

b6
b7C
b7Db6
b7C
b7D

LA 164-497
PAGE TWO

CI DESCRIBES [REDACTED]

b6
b7C
b7D

CI STATES [REDACTED]

b6
b7C
b7D

LOS ANGELES INDICES CONTAIN NO RECORD IDENTIFIABLE WITH

[REDACTED] UNKNOWN TO CI.

b6
b7C
b7D

CI IS A SOURCE OF CONTINUING VALUE AND EXTREME CARE
SHOULD BE TAKEN IN COVERING LEADS IN THIS MATTER TO PROTECT
HIS IDENTITY.

PHOENIX AT NOGALES, MEXICO, ASCERTAIN IF [REDACTED]
AKA WELL KNOWN AMONG CRIMINAL ELEMENTS IN NOGALES.

IF [REDACTED] ATTEMPT
THROUGH ESTABLISHED SOURCES TO IDENTIFY ANY KNOWN ASSOCIATES

b6
b7C
b7D

[REDACTED] SAME GENERAL
DESCRIPTION AS SUBJECT IN THIS MATTER. CONDUCT ALL LOGICAL
INVESTIGATION IN AN ATTEMPT TO IDENTIFY INDIVIDUALS CROSSING
BORDER INTO NOGALES, MEXICO [REDACTED]

[REDACTED]

LA 164-497
PAGE THREE

IMMEDIATELY INFORM SEATTLE AND WASHINGTON FIELD ALL
AVAILABLE BACKGROUND REGARDING [REDACTED].

b6
b7C
b7D

WASHINGTON FIELD AT WASHINGTON, D.C., THROUGH ESTABLISHED
SOURCES, ASCERTAIN SUBSCRIBER TO TELEPHONE NUMBER [REDACTED]

b6
b7C
b7D

CONDUCT DISCRETE INVESTIGATION TO ASCERTAIN IF [REDACTED]

b6
b7C
b7D

ADVISE SEATTLE AND PHOENIX RESULTS OF INVESTIGATION
AND SET OUT APPROPRIATE LEADS IN AN EFFORT TO IDENTIFY PERSON
REFERRED TO [REDACTED].

b6
b7C
b7D

LOS ANGELES WILL FOLLOW AND MAINTAIN CONTACT WITH [REDACTED]
[REDACTED] AND IMMEDIATELY ADVISE OF ANY ADDITIONAL
INFORMATION WHICH THAT SOURCE MAY BE ABLE TO DEVELOP.

NOTE: Hand print names legibly; handwriting satisfactory for remainder.

Indices: ☐ Negative ☐ See below

Subject's name and aliases

Character of case

Plane Hijacking

Complainant

Complaint received

☐ Personal ☒ Telephonic Date 11-26-71 Time 11-40am.

Address of subject

Complainant's address and telephone number

Subject's Description	Race	Sex	Height	Hair	Build	Birth date and Birthplace
	Age	<input type="checkbox"/> Male <input type="checkbox"/> Female	Weight	Eyes	Complexion	
	Scars, marks or other data					

Facts of complaint

C advised he was reading newspaper regarding Seattle plane sky-jacking. He said in reading the article the man reminded him of a person that may be identical to the culprit. He said his info is based strictly on a "hunch." Info is as follows:

A number of years ago the C made acquaintance with one [redacted] a [redacted] who has since become an American citizen. C said he is a [redacted] He knew [redacted] as being a [redacted] He said [redacted] was [redacted] and at

once time was attempting [redacted] He said [redacted] has been [redacted] for a number of years. He is associated with [redacted] all over the U.S. He believes [redacted] or the [redacted] being

registered with F.A.A. who may be able to furnish last address for [redacted] He described [redacted] as male, cauc., about 40-45 years, dark black hair, 5'11", 175 lbs., very muscular build.

C added perhaps [redacted] is not involved, however, [redacted] may be able to furnish info regarding suspect in that he is very familiar with sky-diving and may by chance recognize true suspect.

C doesn't know [redacted] location and present, and confided he has not seen [redacted] in a number of years; that the above is strictly a "hunch."

LEAD
CORRESP



164-497-42

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - LOS ANGELES	

Action Recommended

[redacted]

(Agent)

DB Cooper-22519

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/1/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION

OO: Seattle

On 11/30/71, [REDACTED]

b6
b7C

[REDACTED] California, telephones [REDACTED] (office), and [REDACTED] (residence), advised that he has one individual who has been associated for a long time with the Latin Skydivers Club. [REDACTED] made available a handwritten card, nearly illegible, which appeared to bear the name and address of [REDACTED] Rolling Heights, California.

ROLAND

[REDACTED] advised that [REDACTED] should be able to furnish information concerning officers and whether the Latin Skydivers Club is a local or national organization.

b6
b7C

LEAD

LOS ANGELES

AT ROLLING HEIGHTS, CALIFORNIA: Locate and interview [REDACTED]

b6
b7C

Info furnished
Seattle 1/1/72
Handling
Lead
4 TT sent to Seattle 12/1/71
crs/kah
(3)



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22314

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/3/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION

OO: Seattle

SA [REDACTED] Seattle Division, telephonically advised this date that separate teletypes should be submitted for each suspect or phase in this matter to expedite administrative handling of communications in the Seattle Division.

b6
b7C

1 - 164-497-Sub A
1 - 164-497

crs/kah
(2) *[Signature]*



5010-104

164-497-44
[Handwritten initials and stamps]

b6
b7C

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22315

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/1/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJACK
CAA -HIGHJACK

[REDACTED] telephone [REDACTED] advised December 2, 1971 that he is a [REDACTED] working out of the Norwalk Branch, 12720 Norwalk Blvd., Norwalk, California, telephone [REDACTED]. He further advised that [REDACTED].

b6
b7C

[REDACTED] identified the Latin Sky Diving Club as a group that jumps from Perris Airport, and also the airport at Elsinore, California. The President of the club is a barber in [REDACTED] named [REDACTED]. TELEPHONE [REDACTED] resides at [REDACTED] Rowland Heights, California, telephone [REDACTED].

[REDACTED] described the members of the club as experienced sky divers who were jumping at Perris Airport [REDACTED]. The only members of the club he was familiar with besides [REDACTED] were [REDACTED] age 30-35, telephone [REDACTED] age 28-30, telephone [REDACTED] / telephone number not known; [REDACTED] age 27-28, telephone [REDACTED]. [REDACTED] did not know the addresses of any of the above 4 club members.

b6
b7C

There has been considerable discussion among the club members about the highjacking of the Northwest Airlines plane on November 24, 1971. [REDACTED] said this discussion appeared to be nothing more than normal interest of sky divers about a crime in which the highjacker jumped from an airplane. He said none of the club members had acted suspicious since the highjacking and he did not recall any of the club being absent from recent jumps. He stated that the club numbers about 10-20 members and most of them appear to be from the [REDACTED] area. [REDACTED] had no records concerning the club, and said [REDACTED] would be the one to contact for any additional information.

b6
b7C

(2)

JOS/jos

164-497-45

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1 1971	
FBI - LOS ANGELES	

[REDACTED] [REDACTED]

b6
b7C



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22316

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/30/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK

On 11/30/71, SA [REDACTED] Riverside
Resident Agency, telephonically advised the writer as follows:

b6
b7C

[REDACTED] Hemet, California Police
Department, was interviewed and advised no record identifiable
with [REDACTED] could be located and [REDACTED] is unknown to officers
of the Hemet Police Department.

On the same date, [REDACTED]
[REDACTED] located at the [REDACTED]
California, advised that [REDACTED] is the
only operator currently located at the airport.
[REDACTED] stated he has been at [REDACTED] Airport for [REDACTED]
and has not known anyone identifiable with [REDACTED] Also
interviewed were [REDACTED] an employee at the airport for
[REDACTED] and [REDACTED] an employee since [REDACTED]
and neither recalled anyone identifiable with [REDACTED]

b6
b7C

[REDACTED] advised the last outfit associated with sport-
jumping at this airport was called Parachutes, Inc. This group
had discontinued operations in 1962 or 1963 and is believed
by [REDACTED] to be currently operating in Orange, Massachusetts.

b6
b7C

Franklin County
Warwick
No Deane, Mass

crs/kah
(8) *Kah*



5010-106

164-497-46

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 30 1971	
FBI - LOS ANGELES	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22317

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/29/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK

OO: SEATTLE

At 11:30 a.m., 11/29/71, [REDACTED] San Gabriel, California, telephone [REDACTED] telephonically contacted the writer. He advised that approximately three or four months ago he advertised for sale a [REDACTED] dark blue two-door hardtop, [REDACTED] California license [REDACTED]. An individual purchased this car for the amount of [REDACTED] and gave him a check, which was returned marked account closed. The imprinted name on the check was [REDACTED] Sacramento, California, telephone [REDACTED].

b6
b7C

[REDACTED] was a pilot, discussed flying, and this individual indicated that he was a skydiver and had done a lot of parachuting. In addition, he inquired as to whether the [REDACTED] as he spent a great deal of time riding his horse in the woods.

b6
b7C

[REDACTED] stated that this individual was lefthanded and fit the description set forth in the newspapers and over the radio of the hijacker who extorted \$200,000 from Northwest Orient Airlines. [REDACTED] also stated that he sent a letter to [REDACTED] in Sacramento to try and get his [REDACTED] for the check that had been returned and it was returned to him marked "Moved - no forwarding address". [REDACTED] stated he would make both the letter and check available to an Agent, but indicated that he would prefer to be contacted first by phone to make sure that he is home.

b6
b7C

SEC PAC NAT'L, [REDACTED]

b6
b7C

FLB:kah
(3) [REDACTED]

BOY CALLED HIM "DAD" HAS CHECK AVAILABLE
[REDACTED] YEARS.
TOOK CHECK TO
ALHAMBRA, BR-OF
SPNB.
WROTE WITH FELT
GUY HAD WOMAN
GROWN, PREGNANT

SACRAMENTO, CALIF

164-497-47

SEARCHED
SERIALIZED
INDEXED
FILED
DEC 1 1971
FBI - [REDACTED]
CRS



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22318

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LA (164-497)

DATE: 12/2/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: HIJACKING NWO A/L
Flt 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK

Re: [REDACTED]

On 11/30/71 [REDACTED] a [REDACTED]
[REDACTED] and who is WM, born [REDACTED]
in [REDACTED] advised as follows:

b6
b7C
b7D

He resides in a rooming house at [REDACTED]
LA, tel [REDACTED] and his landlady is [REDACTED]

On 11/3/71, [REDACTED] for [REDACTED] and said
he would [REDACTED] He returned about the [REDACTED]
[REDACTED] and said he had to [REDACTED]

b6
b7C
b7D

On 11/23/71, [REDACTED] returned and [REDACTED]
[REDACTED] and said he would [REDACTED]
[REDACTED] as he was going to Oregon to [REDACTED]

[REDACTED] surreptitiously obtained from his landlady's
address book the following information furnished [REDACTED] when
he rented the room: Name [REDACTED] In case of emergency notify
[REDACTED] Glendale, [REDACTED]
Woodland Hills, Cal Employed Norris Industry 8-7111 4-12 PM.

b6
b7C
b7D

[REDACTED] had one fleeting glimpse of [REDACTED] and described
him as WM, middle aged, good physical condition, well tanned, medium
height and build, greying at temples. clothing left included
civilian and military clothing. [REDACTED] furnished a tracing he made
of the information in [REDACTED] address book and it is exhibited.

b6
b7C
b7D

On 12/1/71, composite drawing of Unsub was shown to
[REDACTED] who stated [REDACTED] does not resemble in any way the composite
He said [REDACTED] face is much rounder.

b6
b7C
b7D

No further investigation to be conducted.

CS
CS
CS



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

164-497-11
DB Cooper-22319

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NO. 305
PORTLAND TO SEATTLE
11/24/71
CAA-HIJACK

Re SA [REDACTED] FD10 dated 11/29/71.

RE: [REDACTED]

b6
b7C

On 11/30/71, [REDACTED] San Gabriel, Cal., advised that on 8/10/71 he sold an automobile to [REDACTED] Sacramento, Cal. [REDACTED] had appeared at [REDACTED] residence in response to [REDACTED] newspaper advertisement about the car.

In their only meeting, [REDACTED] in casual conversation mentioned he is a skydiver and spent much time riding his horse in the woods. [REDACTED] was accompanied by his [REDACTED] year old wife and [REDACTED] year old son, names unknown to [REDACTED]

b6
b7C

[REDACTED] read of hijacking in press and believed [REDACTED] description similar to that of Unsub. He described [REDACTED] as WM, [REDACTED] years, 6', 170 lbs., dark eyes, full head of bushy black naturally curly hair, olive complexion, who stated he did not smoke when [REDACTED] offered him a cigarette.

Composite drawing of Unsub shown to [REDACTED] who stated there was only very slight similarity around chin and that [REDACTED] hairline and hair style completely different from Unsub. [REDACTED] strongly urged [REDACTED] be located and interviewed about hijacking. Additional questioning revealed [REDACTED] paid [REDACTED] cash for car and [REDACTED] check on a Sacramento bank and that check returned marked "Account closed." [REDACTED] registered letter to [REDACTED] address returned as undeliverable. [REDACTED] admitted hope that FBI would locate [REDACTED] and furnish his address to [REDACTED] so FENWICK could contact [REDACTED] about the check.

b6
b7C

Inasmuch as [REDACTED] stated [REDACTED] hairline and hair style completely different from Unsub, and because [REDACTED] said he did not smoke, and because [REDACTED] made no identification from [REDACTED] further investigation on [REDACTED] does not appear feasible.

b6
b7C

COPY OF CHECK EXHIBITED

(1)

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22320



SEATTLE
ADVISED BY TT
12/3/71

ARTIST'S SKETCH
[Signature]

NR009 WA CODE

3:23AM 12-4-71 DCW

3:37AM 12-4-71

URGENT 12-3-71 JMM

TO DIRECTOR

ALEXANDRIA (MAIL)

BUTTE

LOS ANGELES

MINNEAPOLIS (MAIL)

NEWARK

NOBFOLK (MAIL)

PHOENIX (MAIL)

RICHMOND (MAIL)

SAN DIEGO

SAN FRANCISCO

SEATTLE

ALL OFFICES VIA WASHINGTON

FROM WASHINGTON FIELD (164-169) (SEVENTEEN PAGES)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST; GAA -
HIJACKING; EXTORTION, OO:SE.

RE PHOENIX AIRTEL TO SEATTLE NOVEMBER TWENTY NINE
LAST; SEATTLE TELETYPE TO BUREAU AND WFO DECEMBER ONE LAST;
SAN FRANCISCO TELETYPE TO SEATTLE AND WFO DECEMBER TWO LAST;
LOS ANGELES NITEL TO PHOENIX, SEATTLE, AND WFO DECEMBER
TWO, LAST; WFO TELEPHONE CALL TO LOS ANGELES DECEMBER THREE
INSTANT; NEWARK TELETYPE TO BUREAU AND OTHERS DECEMBER

INSTANT.

DB-Cooper-22321

END PAGE ONE

File Stripper

Initials

Date

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 4 1971	
FBI - SEATTLE	

b6
b7c